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Haverhill's Historic Highlights

by

Harold K. Davison

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LITTLETON, N. H.

“H. K.”—THE AUTHOR

Harold King Davison, the author of these sketches concerning events and personalities of the early days of the Town of Haverhill, is himself an integral part of the town. Not only has it been his life-long home, but he and his grandfather, Henry F. King, for whom he was named, have had a continuous record of 125 years of residence in Woodsville.

Professionally, H. K. has been well known throughout New Hampshire for many years. A graduate of Woodsville High School and Dartmouth College, a student at Harvard Law School for two years before serving in the First World War, he has practiced law in Woodsville since being admitted to the New Hampshire Bar in 1920. During these years he has also had an outstanding career of service to New Hampshire. While a member of the General Court from 1921 to 1930 he served a term as Speaker of the House, and another as President of the Senate. Ten years later he was a member of the Governor's Council, and in 1944 and 1945 was the Attorney General of New Hampshire. In January 1951 H. K. became a member of the Public Utilities Commission, a position which he held for over ten years, being Chairman of the Commission after the first year until he retired July 1, 1961.

H. K.'s life long interest in his native town of Haverhill has borne fruit in this volume, the material for which was gathered from many sources over a period of years. The citizens of the town are fortunate to have these tales collected and preserved in such readable form.

ELIZABETH T. MCGAW

FOREWORD

Undoubtedly the last prediction the writer of this booklet would have made 40 years ago, would have been that he would ever write anything of a historical nature. History was one of the least enjoyed courses on his education menu. It now appears that an interest was aroused in the subject from reading historical books, especially biography, also by an occasional high-grade movie based on some well known personality or outstanding event in history which aroused a desire to dig out old and almost forgotten facts. This urge seemed to crystalize about ten years ago into a desire to prepare a series of brief articles on the early history of Haverhill and vicinity to preserve some facts in such form that they would interest future generations. They should be informed about what happened in Haverhill 100, 150, 200, even 250 years ago.

By January 1953, much of the material in this booklet was assembled; many articles were completed and had been published, others were in various stages of preparation. Then the disastrous fire of the *fire-proof* I.O.O.F. block on Pleasant Street in Woodsville, January 13, 1954 completely destroyed nearly all the material already prepared and dampened his enthusiasm in an interesting hobby. It seemed like much time had been wasted and to start all over again was folly. The ambition to prepare a booklet of this sort was almost extinct. Then some very kind friends urged that the job be undertaken again. A few new articles were prepared, and copies of other highlights were found in old papers. Finally the old fire started up afresh and the following is the finished product.

The subjects covered are not all that could be dealt with, but they are the ones which had the most appeal. Possibly they will have some general interest to citizens of this town in years to come. Possibly the author may continue his hobby but to publish this much in book form now will prevent the destruction of this material and the waste of the many hours of reading and investigation which have been necessary to get this result.

Source material has been gathered from the following: Historical sketches of the Coos Country by Rev. Grant Powers; History of Haverhill by J. Q. Bittinger; History of Haverhill by Wm. F. Witcher; History of Newbury, Vt. by Fred P. Wells; History of Ryegate, Vt. by Fred P. Wells and Miller; Pillsbury's History of New Hampshire; Squires' History of New Hampshire; Papers of the late Frank R. Rogers, and Autobiography of a Bell, to mention a few.

A WORD FROM THE AUTHOR

This booklet is dedicated to all who have contributed material to make the result possible.

Readers will appreciate that no effort has been made here to write a Town History. It is rather an endeavor to present available information about outstanding events and people in the early History of Haverhill, to stimulate an interest in them and possibly to preserve them in easy reading form for future years and for all friends of Haverhill.

In brief, this is a record of the past for the present with the hope that it will be preserved for the future.

Possibly the 200th Anniversary of the Chartering of the town to be observed in 1963 has furnished the final impetus to publish this material at this time.

One note of explanation for readers is that there are several instances of repetition as the same dates and names are mentioned in connection with more than one of these Historical Highlights.

A BRIEF CHRONOLOGY

- 1704—Rev. John Williams (first white man) came here as Indian captor from Deerfield, Massachusetts.
- 1704—Hix and Holt died here.
- 1709—Thomas Baker captured—Second Deerfield raid.
- 1708-09-25—Captain Benjamin Wright here.
- 1741—Hampstead, N. H. set off from Massachusetts. Not officially named until 1749.
- 1752—John Stark brought here as captive of Indians.
- 1753—John Stark marked route from Rumford (Concord) to Haverhill.
- 1754—Captain Peter Powers explored "Great Valley" Coos area.
- 1759—Rogers' Rangers return here from Canada.
- 1760—Fall of Montreal—Hazen and others came to Haverhill.
- 1760—Blanchard surveyed No. 4 to Coos area.
- 1761—Hazen visited Haverhill in summer.
- 1761—Michael Johnston, John Pattie and Abraham Webb came to Haverhill in Fall.
- 1762—Hazen and others back in Haverhill again.
- 1762—Joshua Howard and others came to Haverhill.
- 1762—M. Johnston drowned at Olcott Falls.
- 1763—Haverhill Charter granted May 18.
- 1763—Proprietors first Town Meeting at Plaistow.
- 1763—Hannah Harriman died in Haverhill.
- 1765—Rev. Peter Powers here.
- 1766—Uriah Stone—first ferry operator near South Newbury bridge.
- 1766—J. Woodward and H. Clark—Marriage.
- 1768—First Town Meeting in Haverhill at Hazen Home.
- 1769—Charles Johnston came to Haverhill Corner.
- 1794—Haverhill Academy opened.
- 1796—First Bridge built—Haverhill to Newbury (Keyes Bridge).
- 1802—Ladd Street Bell brought here.
- 1807—Coos Turnpike opened (Haverhill to Warren).
- 1830—*John Ledyard* steamboat came here.
- 1840—Town Clock at Haverhill.
- 1852—Railroad built to East Haverhill.
- 1853—Railroad built to Woodsville.

FIFTY-FIVE FIRSTS

First white man to visit Haverhill (Coos)—Rev. John Williams as captive of Indians from Deerfield Massacre in 1704.

First white men buried here—Daniel Hix and Jacob Holt, came here as captives with Rev. Williams 1704.

First organized expedition known to have explored the region, Capt. Benjamin Wright 1708–1709 with 60 men, and again in 1725.

First route from Rumford (Concord) to Coos region (Haverhill) marked by John Stark in 1753.

First survey of area made by Tom Blanchard, 1760.

First cows brought here by M. Johnston, J. Pattie, & A. Webb, 1761.

First white men to spend a winter here, Johnston, Pattie & Webb, 1761–1762.

First sawmill & gristmill on Poole Brook set up by John Hazen, 1762.

First family to settle in Coos, Uriah Morse & Wife, June, 1762.

First name on Haverhill Charter, John Hazen, 1763.

First meeting of Proprietors in John Hall Tavern, Plaistow, N.H., June 13, 1763.

First moderator, John Hazen, 1763.

First Town Clerk, Jesse Johnson, 1763.

First town settled in northern part of Grafton County, 1763.

First clergyman to hold religious services in Haverhill, Rev. Silas Moody.

First settler to die here, Hannah (Polly) Harriman, 18 years old, buried at Horse Meadow, 1763.

First house of sawed lumber built by John Hazen on the Ox-bow, 1764.

First resident preacher, Rev. John Peter Powers 1765–1783.

First tavern built by Uriah Morse on Poole Brook, 1765. (John Hazen built the next one, 1766, at same location.)

First ferry operator, Uriah Stone, about 1766.

First wedding, James Woodward and Hannah Clark, Dec. 30, 1766.

First town meeting in Haverhill, at John Hazen home, April 1, 1768.

First recorder of deeds of Grafton County, John Hurd, 1773.

First judge of probate for Grafton County, John Fenton, 1773.

First register of probate for Grafton County, Jonathan M. Sewall, 1773.

First court house and jail built near Green's Gun Shop at North Haverhill.

First chief justice of Grafton County Court, John Hurd, 1773.
 First school master, Timothy Curtis, 1774.
 First lawyer to settle here, Moses Dow, 1774.
 First cemetery set out—Ladd Street, 1774.
 First piano brought here by Moses Dow, (now Keyes Farm).
 First man elected to New Hampshire Legislature from Haverhill, James Woodward, 1783
 First postmaster, Joseph Bliss 1790–92–95–1802.
 First church in Haverhill, at Ladd Street, 1790.
 First academy in North Country, Haverhill Academy, 1794.
 First meeting house near middle gate of present Horse Meadow Cemetery.
 First preceptor at Haverhill Academy, Moses P. Payson, 1794.
 First charter for toll bridge over Connecticut River (Wells River) 1795.
 First school house, Brier Hill, a marker there today.
 First toll bridge built across Connecticut River between Haverhill and Newbury at location of present Keyes Bridge, 1796.
 First Masonic Lodge, Union Lodge #10, at Haverhill, June, 1799.
 First weekly newspaper in town, by David Coverly, 1799.
 First library at Haverhill, 1801.
 First bell in Grafton County, Ladd Street Bell, 1802.
 First bank at Haverhill, Coos Bank, 1803.
 First turnpike, Haverhill to Warren (Coos Turnpike), 1807.
 First post-rider, John Balch, Haverhill to Portsmouth.
 First steamboat “John Ledyard” up Connecticut River to Haverhill, 1830.
 First U.S. Senator from Haverhill, John Page, 1837.
 First Governor from Haverhill, John Page, 1839–40–41.
 First town clock at Haverhill on brick meeting house, 1840.
 First Congressman from Haverhill, John R. Reding (only one to date) 1841–45.
 First railroad to East Haverhill, 1852, to Woodsville, 1853.
 First church at Woodsville, 1877.
 First hospital—Woodsville Cottage Hospital, 1904.

CHARTER

PROVINCE OF NEW HAMPSHIRE

George The Third By The Grace of God of Grate Britean
France and Ireland King Defender of The Faith &c &c

To all Parsons to whom These Presents shall (come) Greeting—

Know yee that we of our special Grace Certain Knowlige and mere motion for the Due Encouragement of Setting a New Plantation within our said Province by and with the advice of our Trusty and well Beloved Benning Wentworth Esq Our Govenor and Commander in Chief of Our said Province of Newhampshire in New England and our Council of the said Province, Have Upon The Conditions and Reservations, herein after made Given and Granted and by These Presents for us Our Heirs and Successors Do Give and Grant in Equal Shares unto Our Loving Subjects Inhabitants of Our said Province of Newhampshire and Our Other Governments and thier Heirs and assigns for Ever whose Names Are Entered on this Grant to be Divided to and Amongst them into Eighty one Equal Shares all that Tract or Parcel of Land Situate Lying and being within Our said Province of Newhampshire Containing by Admeasurement

Acres which Tract is to Contain more Than Six Miles Square Out of which an allowance is to be made for high Ways and unimprovable Lands by Rocks Ponds Mountains and Rivers One Thousand and Forty Acres free according To a Plan and Survey thereof named by Our Said Governors Order and Returned into the Secretary's Office and here unto anexed Budtted and Bounded as follows viz. Begining at a Tree marked Standing on the Bank of the Eastern side of Connecticut River and on the southerly and or south westedly side of the mouth of the Amonuck River Opposite to the South westedly Corner of Bath from thence Down Connecticut river as that runs Till it comes to a marked Tree Standing on the Bank of the River and is about Sevn (7) Miles On a straight Line from the mouth of Amonuck River aforesaid from thence south Fifty Three Degrees East five Miles and Three Quarters to a Stake and Stones Thence North Twenty Five Degrees East about Eight Miles Until it Coms upon a line with the Lro (lower) Side Line of Bath Thence North Fiftey Five Degrees West as Bath Runs to the Tree by the River the Bounds began at—and that the Same be and hereby is Incorporated into a Township by the name of Haverhill and the inhabitants that Do or Shall hereafter inhabit the said Toundship are hereby Declared to be Enfranchized with and Intitled to all and Every the Priviledges and Immunities that Other Tounds within our Province by Law Enuse and enjoy and further that the said Tound as soon as thire Shall be Fiftey Families Resident and settled Thereon shall have the Liberty of Holding Two Feares one of Which shall be held on the

and the Other on the

annually which Fairs are not too Continue

Longer than the Respective

Following the said

and that as soon as the said Tound

shall Consist of Fiftey families a Market may be Opened and kept one or More Days in Each Week as may be Thought most advantageous to the Inhabitants also that the first Meeting for the Choice of Tound Officers agreeable to the Laws of our said Province Shall be held on ye Second Tuesday in June Next.

Which sd meeting Shall be Notified by Capt John Hazzen who is hereby also appointed the Moderator of the said First Meeting which he is To Notify and Govern agreeable to the Laws and Customs of Our said Province and that the Annual meetings forever hereafter for the Choice of such officers for the said Tound Shall be on the Second Tuesday of March annually—

To Have and To hold the said Tract of Land as above expressed together with all Privileges and appurtennance to them and Thire Respective heirs and assigns forever upon the following considerations viz—

1. That Every Grantee his heres or assigns shall Plant and Cultivate Five acres of Land within the Term of Five Years for Every Fiftey acres Contained in his or Thire

Shares or Propotion of Land in said Toundship and Continue to Improve and Settle the Same by additional Cultivations on Penalty of Forfeiture of his Grant or Share in the said Toundship and of its Reverting to us Our Heres and Successors to be by us and them Regranted to Such of Our Subjects as shall Effectually Settle and Cultivate the same—

2ly. That all White and Other Pine Trees within the Said Toundship Fit for Mast-ing Our Royal Navy be carefully Preserved for that Use and not to be Cut or felled with Out our special Licence for so Doing First had and Obtained upon the Penalty of the Forfeiture of the Right of sutch Grantee his Hiers and assigns to us Our Hiers and Suc-cessors as well as Being Subject to the Penalty of an act or acts of Parliament that Now are or here after shall be Enacted—

3ly. That before any Division of the Land be made, To and among the Grantees, a Tract of Land as near the Centre of the s (said) Toundship as the land will admit of: Shall be Reserved and marked Out for Tound Lotts one of which shall be allotted to Each Grantee of the Contents of One Acre—

4ly. Yielding and Paying therefor to us Our heirs and Successors for the Space of Ten Years to be Computed from the date hereof the rent of one Ear of Indian Corn only on the Twentey Fifth Day December annually if Lawfully Demanded the First Payment To be made on the Twentey Fifth Day of December; 1763.

5ly. Every Proprietor Settler or Inhabitant Shall Yield and pay unto us our Heirs and Successors—yearly and Every Year forever from and After the Expiration of Ten years from the above sad Twentey Fifth Day of December Namely on the Twentey Fifth Day of December which will be the Year of Our Lord 1773 One Shillings Proclamation Money for Every Hundred acres he so owns Settles or Possesses and So in Proportion For a Grater or Lesser Tract of the said Land; which money shall be Paid the Respective Parsons abov—said thire Hiers or assigns in our Council Chamber in Portsmouth or to sutch Officer or Officers as shall be appinted to Receive the same and This To Be in Lieu of all Other Rents and Serviceses Whatsoever—

In Testimony whereof we have Caused the Seal of Our said Province to be here-unto affixed Witness Benning Wentworth Eqr Our Governor and Commander in Cheaf of Our said Province the 18th Day of May in the Year of Our Lord Christ One Thousand Seven hundred and Sixty Three and in the Third Year of Our Reign—by his Excellencys Command With the advice of Council—

B Wentworth

T Atkinson Junr. Secry—

Province of Newhampshire May ye 18 1763 Recorded in the book of Charters Page 397 & 398

T. Atkinson Junr. Secry—

THE NAMES OF THE GRANTEES OF HAVERHILL.

John Hazzen	Jassiel Harriman
Jacob Bayley Esq	Jacob Kent
Ephraim Bayley	Eleazer Hall
James Philbrook	Samuel Hubbard
Gideon Gould	John Haile Esq
John Clark	Maxey Hazelton
John Swett	Thomas Johnson
Thomas Emery	John Mills
Benoney Colbourn	John Trusial
Reuben Mills	Abraham Dow
John Hazzen Junr	Uriah Morse
Edmond Copley	Enoch Hall
David Hall	Jacob Hall
Lemuel Tucker	Benoney Wright
Edmond Moores Esq	John Page
John White	Josiah Little
Benjamin Moores	John Tablin Esq
William Hazzen	Jona Foster
Moses Hazzen	Joseph Blanchard Esq
Robert Peaslee	Richard Pettev

Timothy Bedel
 John Spafford
 Enoch Heath
 William Page
 Joseph Kelley
 Aaron Hosmer
 John Harriman
 John Lampson
 Stephen Knight
 John Hall
 David Hulbart
 Simon Stevens
 John Moores
 William Toborn
 David Page
 James White
 Benj Merrill
 Nathaniel Merrill
 John Church

Moses Foster
 The Honorable
 James Nevin Esq
 John Nelson Esq
 Theodore Atkinson Junr
 Nathaniel Barrel
 Col William Symes
 William Porter
 John Hastings
 Capt George Marsh
 Maj Richard Emery
 Capt Nehemiah Lovell
 Hon Henry Shorbern Esq
 Maj John Wentworth
 Saml Wentworth Esq of
 Boston
 Bypeld Loyd Boston
 And his Excellency
 Governor Barnard

His Excellency Benning Wentworth Esq a Tract of Land to Contain Five Hundred Acres as Marked B: W: in the Plan which is to be accounted two of the within Shares One Whole Share for the Incorporated Society For the Propagation of the Gospel in Foreign Parts one whole Shaire for a Glebe for the Church of England One Share for the First Settled Minister of the Gospel and One Share for the Benefit of a School in said Tound—

Province of New Hampshire May the 18th 1763 Recorded in the Book of Charters Page 399 &c T Atkinson Junr Secry

THE DEERFIELD MASSACRE

Over 250 years ago (February 29, 1704) 200 French soldiers and 142 Indians attacked the pioneer village of Old Deerfield, Massachusetts at 2 A. M. Of the 291 residents and garrison troops in the village, 48 were killed, 111 captured, and the remainder escaped. Of the captives, nine were later killed by their captors, 12 perished on the forced march to Canada, many unharmed returned later.

This event has a direct connection with the later settlement of this vicinity, especially the towns of Haverhill, New Hampshire and Newbury, Vermont, the reason being that among the captives were Rev. John Williams, Daniel Hix, and Jacob Holt. These three men were among the Deerfield captives brought up through the Coos Meadows enroute to Canada. Others were taken by another route along the White River to Canada.

It appears quite probable that Williams, Hix and Holt, together with the other captives, were the first white men ever to visit this area, or any part of Grafton County. It probably took several days for this group to reach "Coos," so it may be assumed that these involuntary visitors were here around March 9, 1704, over 250 years ago.

Authority for these statements is an account in "The Redeemed Captive," later published by Rev. John Williams who lived to return to Old Deerfield from his captivity. Williams may quite properly be called the original booster for this region, as he described it in very flattering language. He also tells of the death of Daniel Hix and Jacob Holt at the "Coos Meadows." They probably were the first white men to die and be buried in the area.

This bit of early history should be of interest to everyone now living in Haverhill and Newbury. One must consider this a very definite connection, historically, with the Deerfield Massacre, one of the bloodiest and most destructive Indian battles in America's early history.

The author recently visited "Old Deerfield" to verify some of the facts about this historic event. In the cemetery was found a large mound where 48 bodies were buried in a common grave. A modern marker has been placed on the spot. In the same burying ground are many other graves marked by old slate headstones of the 1704 period. One has been restored which indicates the last resting place of Rev. John Williams who died June 12, 1729.

Williams' wife was a descendant of the famous Rev. Cotton Mather of Massachusetts, and a grandson of Williams became Episcopal Bishop John Williams of the state of Connecticut.

Near this cemetery is a well preserved, very old house, properly identified as the Williams Home. It was built by Deerfield residents for their minister after he returned from captivity. It is adjacent to the site of the original Williams home, burned by the Indians during the 1704 raid.

A brief stop-over at "Old Deerfield" will thrill anyone from this vicinity who travels Route 5. In not over fifteen minutes it is easily possible to view the last home for over 20 years and the final resting place of Rev. John Williams who viewed the Coos Region over two and a half centuries ago.

Some additional information has been obtained from a copy of "The Redeemed Captive" recently purchased by the author. Williams was held a captive by the Indians and by some French officials for over 2½ years. He was first held by the St. Francis Indians as their prisoner, then transferred to Montreal and placed under guard of a French officer where he was kept in much better quarters. Later he was transferred to Quebec still under guard of the French. From there he was allowed to return by boat to Boston, arriving there November 21, 1706.

After a hero's welcome in Boston where he preached a memorable sermon on December 6, he returned to Old Deerfield where, during 1707, he wrote and published his book. "The Redeemed Captive," a factual, gruesome, religious report of his experiences in captivity.

From the 6th edition of his book and footnotes which were added, it is made clear that his two sons and a daughter were captured and taken to Canada in different groups. Stephen, the older son, probably was held at Cowass for a time and later was allowed to see his father in Montreal. He returned to Boston with his father and later entered Harvard from which he was graduated in 1713. John Williams had preceded him by 30 years, having received his degree in 1683. Stephen later became the preacher for Longmeadow, Massachusetts.

The other son, Warham, was in Canada, too, but probably returned to Boston on a later boat than the one which brought John Williams and Stephen. Warham also graduated from Harvard (1719) and became a minister in Waltham, Massachusetts.

It is recommended that the book of John Williams be read to get a realistic insight into what is so often referred to as "The Good Old Days!"

CAPTAIN BENJAMIN WRIGHT

Information recorded in Newbury and Ryegate, Vermont histories, and in that of Northampton, Massachusetts, indicates positively, and beyond contradiction, that Captain Benjamin Wright deserves much credit for the early settlement of Newbury and Ryegate. It is believed that as early as February, 1708, he led a small scouting party up the Connecticut River from Northampton, Massachusetts to the Wells* River. Again, in May, 1709, he made the same trip, and was later paid a bounty by the Massachusetts General Court for two Indian scalps. Also, in 1725, he led a party of 59 to the Wells River and thence to the *big lake* (Champlain) and back via the Wells River, and home September 2, 1725 (Miller and Wells History of Ryegate has copy of Benjamin Wright's own diary).

The Wright family record has a widespread local interest as there are literally hundreds of direct descendants in Newbury, Ryegate, Bath, Haverhill, and other nearby towns. Only a few can be mentioned in this brief report.

Benjamin Wright's grandfather was Deacon Samuel Wright, an Englishman, who is known to have come to this country in 1639, or earlier. He and his wife Elizabeth had seven English-born children and two born here (1642 and 1644).

Benjamin Wright's father was Sergeant Samuel Wright (born in England in 1629), who married Elizabeth Burt in Springfield, Massachusetts, November 24, 1653, and became an early settler of Northfield, Massachusetts, where he was killed by Indians in September, 1675.

Benjamin Wright was the *third son* of Sergeant Samuel and Elizabeth Wright. He was born July 13, 1660, and married Thankful Taylor on March 22, 1681. He became an early settler of Northfield, Massachusetts when it was re-settled in 1682, seven years after its destruction by Indians (1675)

*Benjamin Wright, in his Journal of 1725, mentions "the fort at the mouth of Wells River." There is a tradition that one Captain Wells came up the Connecticut River in the fall of 1704, possibly to negotiate with Indians for ransom of captives taken from Deerfield, Massachusetts when it was raided and destroyed on February 29, 1704. They were on their way to Canada when one man fell sick with smallpox at the mouth of this stream. A small building was erected here, and some of the Wells party stayed there part of the winter. The stream has been called Wells River ever since. This structure was apparently the same as referred to by Benjamin Wright as "the fort." Also, when Er Chamberlin came to Wells River in 1770, he found the ruins of a building just a little above the junction of the two rivers. This may have been the first building erected by Englishmen in this part of New England.

where his father was killed.** He became a famous Indian fighter (died 1743).

Remembrance Wright, the *third son* of Benjamin Wright and Thankful Taylor Wright, was born at Northampton, Massachusetts, January 26, 1685. He married Elizabeth — in 1710. They had 11 children, including *Abigail Wright* (April 27, 1719) and *Jemina Wright* (April 30, 1717). *Remembrance Wright* died in 1765.

At this point, the family name changes, as *Abigail Wright* (born 1719), married Richard Chamberlin in 1735. They had 13 *children*. He died in 1784 in Newbury, Vermont. The date of Abigail's death is unknown, but she was alive in 1795. The Chamberlin family, like the Wright family, was a very substantial one, and can be traced back to great-grandfather Richard Chamberlin, born in Orfordshire, England in 1620. Moses Chamberlin, a brother of Richard Chamberlin, married a sister of his wife, Abigail. This was *Jemina Wright*. Moses and Jemina were early settlers in the lower part of the Town of Newbury (about 1772), and remained there until he died on June 25, 1796. *Moses* was the second son of Nathaniel Chamberlin (born 1716). *Richard* was his older brother (born July 9, 1714).

The children of Richard and Abigail Chamberlin were (1) Abigail, (2) Joseph, (3) Abiel, (4) Uriah, (5) Er, (6) Nathaniel, (7) Benjamin, (8) Rebecca, (9) Louisa, (10) Silas, (11) Richard, (12) Martha, and (13) Eri.

Some of the direct descendants of Joseph (2) are Hope Jeffers and Undine Waldron of Woodsville, John Leonard, late of Haverhill, Frank W. French, of , Helen C. Dodd and David Dodd of Newbury.

Descendants of Abiel (3) are Frances D. Larty and her late brother, Henry Deming of Woodsville, Bernice Baldwin and her late father, Hammond T. Baldwin of Wells River, Hugh and George Poor of Bath, N. H., the late Nell T. Lang *Buffington* of Lisbon, the late Mary Louise Mayo of Haverhill, the late Henry L. Bailey of Haverhill, Barbara Jones and her late father, Martin Howland, of Woodsville, Annie Hibbard of Bath, Ted Chamberlin of North Haverhill, Carl Chamberlin and his late father, Waterman Chamberlin, Edwin Chamberlin and his late father, Sam Chamberlin, of Bath, and the late Luther Butler.

Descendants of Benjamin (7) are the late Tracy Robie of Woodsville, the late Carlos A. McAllister, formerly of Wells River, the late Maude Ramsey Dearth of Woodsville, and the late Herman Chamberlin of Woodsville.

**It was natural that Benjamin Wright hated Indians and spent much time hunting and fighting them. When he was only 15 years old his father was killed by them at Northfield. And, in 1704, when he was 44 years old, the Deerfield Massacre took place when Rev. Williams was captured and taken to Canada by way of this locality. Williams was later ransomed and wrote and talked a great deal about his experiences.

Er the fifth child of Richard and Abigail Chamberlin was born at Northfield, Massachusetts in 1744, and moved to the town of Newbury in 1762. He married first ——— Fowler 1768. They moved to Wells River in 1770, and were probably the first permanent white settlers there. They had *nine children*, all born in Wells River. After the first wife died in 1784, he married Mercy Wright (1785), and they had nine children, all born in Wells River:

Children of first wife—1. Sarah, born 1770; 2. Nicholas, born 1772; 3. Stephen, born 1774; 4. Eri, born 1776; 5. Hardy, born 1777; 6. Dudley, born 1779; 7. Adolphus, born 1781; 8. (son), born 1783; 9. Dudley, born 1784.

Children of second wife—10. Fanny, born 1786; 11. Sophia, born 1788; 12. Elsie, born 1790; 13. Reuben, born 1792; 14. Electa, born 1794; 15. Phila, born 1796; 16. Anna, born 1798; 17. (daughter), born 1800; 18. (daughter), born 1802.

Er Chamberlin built a saw mill, a grist mill, and a blacksmith shop in Wells River. He ran a ferry across the Connecticut River from 1772 to 1805, when the bridge was built. He was one of the incorporators in the First Bridge Company.* Er moved to Ryegate in 1808, and died there in 1830. Er was buried in "Whitelaw Cemetery" in Ryegate. His body later was removed, with the consent of his great-grandson, Lewis Chamberlin, to the Wells River Cemetery. As a veteran of the *Revolutionary War*, he was buried in the lot for soldiers.

The first child of Er Chamberlin was a daughter Sarah, born in Wells River, November 1, 1770, and believed to have been the first white child born there. She married one Calvin Titus of Lyman (1801). They had eight children. One of her direct descendants is the late Eugene M. Dow, formerly of Woodsville, and the first graduate of Woodsville High School.

Reuben Chamberlin (1792-1883), 13th child of Er Chamberlin, was the great-grandfather of the late Lewis W. Chamberlin of Wells River.

Thus, we find a direct chain of events and relationships which connect this vicinity and numerous people (only a few have been mentioned here) with Captain Benjamin Wright, who first visited the area in 1708, 247 years ago.

*He reserved his ferry rights in case the bridge should be washed away. The first bridge went out by freshet in 1807, and was promptly rebuilt. This second bridge went out in 1812, and was not replaced for eight years. Er Chamberlin operated the ferry until 1817, when he sold his rights to John L. Woods who ran the ferry three years. He is the man for whom *Woodsville* is named. Woods also bought the Chamberlin home in Wells River which, years later, became the Deming property (now the location of the Cromwell & Veayo filling station).

FALL OF MONTREAL

To say that the settlement of the twin towns of Haverhill and Newbury had a direct relationship to the fall of Montreal is not the exaggeration which it might appear to be on first thought. Prior to 1760, the French and Indian War had made the Coos County unattractive for settlement because of the many Indian raids. Charlestown, N.H., then known as "Number Four," was an outpost, and white settlers considered the wilderness north of that place unsafe even for exploration.

Four young officers who saw much service in the regiment of Colonel John Goffe were present when the French surrendered Montreal in September, 1760. They were Lt. Col. Jacob Bayley, Captain John Hazen, Lt. Jacob Kent, and Lt. Timothy Bedel. These men, like many others in the victorious army, were allowed to go directly to their homes from which they had been separated for a long time. Whether others made the trip with them from Montreal to Coos is not known, but one may guess a few privates were along to carry some of these officers' equipment. Both Bayley and Kent left written statements many years later telling of the days spent examining the area which is now the town of Haverhill and Newbury. It was felt to be a good place to settle and that it could be developed as a trading center with the expansive northern area to be later settled.

As soon as these four tired but courageous heroes returned via Charlestown (No. 4) to their homes in the Hampstead area, they became very active and enthusiastic in their efforts to obtain charters of two towns in the Coos region from the Colonial Government. Bayley and Hazen had an inside approach with officials at Portsmouth because of their outstanding service in the late war. Both also had influential relatives whom Governor Wentworth wished to aid. Hazen had a brother Moses Hazen, and Bayley a brother-in-law Moses Little, who gave them valuable support and advice.

Between the late fall of 1760 and the spring of 1763 a great deal of planning, strategy and hard work took place. Others were seeking charters for the same area, notably Major Joseph Blanchard and Oliver Willard. However, Governor Benning Wentworth denied Blanchard's and Willard's claim and recognized Bayley and Hazen as being first to apply. A Charter for Haverhill was granted May 18, 1763 and one for Newbury on the very same day.

Hazen and Bayley returned to Coos in the summer of 1761 to make plans

for their proposed settlement. Hazen came again early in the spring of 1762 and continued to be the outstanding influence in Haverhill affairs until his death in 1774.

Of the four men who explored Coos in 1760, all were named in both Haverhill and Newbury charters. Hazen headed the list in the Haverhill charter and Bayley in the Newbury charter. Each was second on the other list of grantees. Bedel was a settler in Haverhill and Kent in Newbury.

A few similarities are interesting. Hazen was the first Moderator in Haverhill in 1763 and Bayley was the second in 1764.

Newbury's first Town Meeting was held on Monday, June 14, 1763, and Haverhill's first Town Meeting on Tuesday, June 15, 1763. Both meetings were held in John Hall's Inn, Plaistow, N.H. Hall was a grantee on the Haverhill charter but never settled here.

Hazen and Bayley were the outstanding leaders in their towns, after obtaining the charters, until their death. Hazen died in October, 1774, and Bayley in March, 1815.

Jacob Kent moved his family to Newbury from Plaistow in 1763 and remained there until his death in December, 1812, a period of almost fifty years (Wells, Pg. 604). He lived on a large farm (550 acres) about two miles south of Newbury village.

Timothy Bedel stayed with Hazen in Haverhill. He held many town offices and distinguished himself in the Revolutionary War and was later made a Major General. He died in Haverhill in 1787.

It seems clear that had not Montreal surrendered in 1760, these four courageous, strong young pioneers, Hazen, Bayley, Kent and Bedel would not have had any occasion to return to their home via the Coos region. Had they not seen the inviting valley with some land already cleared by the Indians along the beautiful Connecticut River, they would never have become enthusiastic about getting charters to settle Haverhill and Newbury. If they had not done this, of course someone else eventually would have come along, but it doubtless would have been at a later time and we would not be observing a 200th Anniversary in 1963. What is much more important is that there never could have been four other such outstanding men as Hazen, Bayley, Kent and Bedel, who worked so well together. They had a background of war experience which tied them closely together in their undertaking.

EARLY WHITE VISITORS

From all known records it appears that the first white man actually to visit any part of Grafton County was Rev. John Williams who was brought up the river a captive after the French and Indians had destroyed Deerfield, Massachusetts on February 29, 1704. He lived to return and published an account of his captivity describing the Coos meadows on the Connecticut River where they camped. Two of the captives, Daniel Hix and Jacob Holt, died here and were doubtless the first white men to be buried here.

One Thomas Baker who was captured by Indians in Deerfield, Massachusetts in 1709 was brought up the Connecticut River to Canada. The next year he was ransomed and returned by the same route to his Massachusetts home. The following year he raised a company of 34 men with a friendly Indian as guide and returned over the same route to find and destroy the Indians encamped on the Pemigewasett River. He led his group to the Coos intervalles near the mouth of the Oliverian. They followed the Oliverian to the height of land and then a small stream south through the area later known as Warren, Wentworth, Rumney and Plymouth to the mouth of the river. Here Indians were encountered. Many were killed and the rest fled. A rich bounty of furs was captured. Baker and his men withdrew hastily by way of Hill and returned safely to their homes in Massachusetts. Baker's river is supposed to be named for this Thomas Baker. Further proof of this expedition is the fact that the Massachusetts Legislature voted to pay for Indian scalps in 1712 which he took on his trip to Coos and the Merrimack River.

During the next forty years there is no other record of white visitors here. The reason probably was the continuous warfare between France and England with the French colonists and their Indian allies always carrying on open hostilities with English Colonists in America. In 1748 a peace treaty between England and France was signed. Then the New Hampshire Government began planning settlements in the Connecticut Valley. Charlestown, known as No. 4, had been established and was once abandoned.

In 1751 several hunters came up the Connecticut River from No. 4 as far as the mouth of the Ammonoosuc, examining the country on both sides of the river.

In the spring of 1752 John Stark, later the famous General John Stark of the Revolution, Bunker Hill, and Bennington, with three others were on a hunting trip in the Baker River area. Stark and one Eastman were captured by Indians near Rumney. They were brought down the Oliverian to the Ox-

bow meadows and then to Canada. They escaped and returned home over the same route.

In 1753 Governor Wentworth determined to send a company of 16 men over the route from Concord (Rumford) to the Coos region known to Stark and Eastman. Stark was guide. They came up Baker's River to Warren Summit and then to the Connecticut River on March 17. Fearing Indians they stayed only one night and returned to Concord. This established a route from Concord to Coos.

On June 15, 1754 Captain Peter Powers of Hollis, N.H. and a company left Concord over the same route established by Stark the previous year. They camped at the brook later named Oliverian, then moved up to the mouth of the Ammonoosuc (now Woodsville) and continued northward to a point above Lancaster. On July 5 they were encamped at the mouth of the Wells River on the west side of the Connecticut River. The next day they crossed the river near the Ox-bow at the Keyes Farm. Then they returned to Concord over the same route they traveled when coming north.

Captain Powers gave a fine report of the Coos region, its fertility and great resources.

The French and Indian War soon broke out and delayed all plans for occupancy of this new country.

In 1759 a part of Rogers Rangers under the personal command of Major Robert Rogers returned from St. Francis in Canada to the mouth of the Ammonoosuc. Expected supplies from No. 4 were not there as planned. Rogers left most of his men and went down the river by raft and brought back boats and supplies. During his absence the men strayed over the area nearby. Several are said to have died here. Their remains were later found by the early settlers.

In early 1760 Tom Blanchard was hired by Governor Wentworth to survey the Connecticut River from No. 4 to the mouth of the Ammonoosuc. This is reported in the Piermont Boundary article.

The Fall of 1760 also saw Col. Jacob Bayley, Capt. John Hazen, Lt. Jacob Kent and Lt. Timothy Bedel stop off at the Ox-bow meadows, on both sides of the river, as they returned from Montreal where they fought in the siege of the city and witnessed its surrender on September 8, 1760. While here they examined both the valley and adjacent uplands. They were so impressed that they determined to apply for two charters for towns on opposite sides of the Connecticut River. This they did at once after their return. Also in 1762 Major Joseph Blanchard and others applied to Governor Wentworth for charters to the Ox-bow towns. The Governor recognized Hazen and Bayley in 1763 when the charters were given.

Both Hazen and Bayley came to Haverhill and Newbury in the summer of 1761 to make more careful examination of the area. It was agreed at that time that Hazen would settle east of the river and Bayley on the west (more about the charters later in another chapter). Hazen returned to Hampstead and hired three men to come to Coos with some cattle that Fall. They are said to have arrived here in October, 1761, and to have cut no less than ninety tons of hay on clearings on both sides of the river. They built rough shelters for themselves and the stock. They are doubtless the first white people to spend a winter in Haverhill.

JOHN STARK AND HAVERHILL

1728–1822

Archibald and Eleanor Stark, emigrants from the north of Ireland, were among the original settlers of Dunbarton later called Starkstown. On *August 28, 1728* their fifth child, John Stark, was born in Londonderry. Their home burned in the Spring of 1736. On June 15, 1736 Archibald Stark bought 30 acres of vacant land near Amoskeag Falls. By 1750 he owned 600 acres.

The early life of John Stark was that of a frontier woodsman and hunter. He lived with his father until 1752, when he went on a hunting expedition to Baker's River, now Rumney, New Hampshire, where on April 28, 1752, the party was surprised by a group of 10 St. Francis Indians, and John Stark, not quite 24 years old, was captured together with Amos Eastman.

The Indians took John Stark and Eastman to Coos, now Haverhill, where they camped one night on the Ox-bow Meadow by the Connecticut River. John's older brother William and David Stinson were in this hunting party. William escaped and Stinson was killed. Stinson Lake was later named for him.

Then the party moved up the Connecticut River to Upper Coos (Lancaster). Three of the Indians took Amos Eastman directly to St. Francis in Canada. The others hunted along the John's River and kept John Stark with them. They arrived at St. Francis June 9, 1752. John Stark reported he was well treated during the six weeks he was held captive. Then two men arrived from Massachusetts, who were sent to redeem some Massachusetts captives. These were not at St. Francis, but they were persuaded by John Stark to ransom him and Eastman for a price of \$103.00 for John Stark and \$60.00 for Eastman.

In early March, 1753, John Stark was sent out from Rumford (Concord)

by Governor Wentworth to establish a route, or more properly, to blaze a trail from Concord to the Coos Region. This trip took 19 days on snowshoes. Following this expedition, John Stark did much talking about the fertile valley of the Connecticut and the Coos Region. He may properly be called the original and first booster of the region.

In 1754 John Stark led a party of 30 men to the Oxbow over the route he had blazed the previous year, and continued on to the Upper Coos over the route he traveled as a captive of the Indians two years earlier.

In the years that followed, John Stark was active in many Indian scouting expeditions with the famous Rogers' Rangers. During this period, he became very friendly with Caleb Page, a lieutenant in Rogers' Rangers. Caleb Page introduced John Stark to his sister, Elizabeth Page, who later became his wife, and achieved lasting fame as "*Molly*" Stark. Caleb Page was killed near Lake George, New York, and John Stark had the sad duty to report his death to his sister Elizabeth in Dunbarton.

John Stark served as a second lieutenant, then as first lieutenant, under Rogers. He was made captain on March 8, 1757, following the battle of Fort William Henry. Later he returned to Amoskeag Falls with a very strong antipathy for the British. He was married in 1758. Their first child was born in December 1759, and named Caleb for his friend, and his wife's brother, Caleb Page. The second son was Archibald, named for his grandfather, Archibald Stark, who died in 1758. John Stark settled his father's estate, and paid all his bills by the end of 1761.

John Stark continued as a farmer at Derryfield (now Manchester) until the news of Concord and Lexington reached him in April, 1775. He left at once on horseback for Massachusetts. Many of his New Hampshire friends and neighbors followed him to Cambridge where, on April 26, 1775, he was made a full colonel of over 700 volunteers, nearly all from New Hampshire frontier towns, by the Massachusetts Government. He played a prominent part in the Battle of Bunker Hill, June 17, 1775, and had his two young sons, Caleb and Archibald, with him. Colonel Stark and his New Hampshire volunteers remained at Winter Hill (now Somerville) until after the evacuation of Boston by the British nearly 11 months later, on March 17, 1776.

Of particular interest to Haverhill residents is the fact that Caleb Page and his sister, Elizabeth Page "*Molly*" Stark were brother and sister of Joshua Page who married Hannah Dustin, granddaughter of the famous Hannah Dustin. The late Norman J. Page was a fifth generation descendant of Joshua Page, which makes the children of Norman Page, most of whom now live in Haverhill and Benton, eighth generation descendants of Hannah Dustin.

The brilliant career of General John Stark during the entire Revolution-

ary War is well known to all. His success at Bennington, 1777, is perhaps best known. A toast sent by John Stark to a veterans' meeting there in 1809 was, "Live free or die. Death is not the worst of evils." This was the source of the New Hampshire motto, "Live free or die," adopted by the New Hampshire Legislature in 1945.

John Stark died May 8, 1822 at the remarkable age of almost 94. Molly Stark died June 29, 1814, almost eight years before her famous hero husband.

It is of interest, also, that the State purchased 100 acres of the John Stark farm in 1858 for a reform school, now the New Hampshire Industrial School. Also, on December 20, 1865, the school building and the John Stark home were totally destroyed by a fire believed to have been set by boys of that school.

The statue of John Stark in front of the State House in Concord, and his picture on the Senate Wall Mural by Faulkner, should mean more to all citizens of Haverhill, as they realize his connection with their town.

JOHNSON, PATTIE AND WEBB

While sitting comfortably before a TV set it is difficult to realize that only 200 years ago there were no TVs, radios, autos, airplanes, electric lights, highways, wagons, boats or telephones—in fact there were no white settlers or domestic animals in the Coos Region. There were a few friendly Indians and an abundance of wild game and fish. However, in 1761 plans were under-way to purchase young stock and steers, and to hire young men and equip them to drive the cattle to the Coos country from Hampstead, New Hampshire. Hampstead is the area separated from Haverhill, Massachusetts by the new boundary between Massachusetts and New Hampshire (established in 1741) and officially named in 1749.

In August, 1761, Michael Johnston and John Pattie started out from Hampstead for No. 4 (Charlestown)—One report includes the name of Abraham Webb's making this trip. They came to Coos over a route spotted by surveyor Blanchard in 1760 from No. 4 on the east side of the Connecticut River. They arrived in October 200 years ago. Their first task was to construct a crude log shelter for themselves and their cattle before winter overtook them. It is certain that these men had a long, lonesome winter. By enduring the severe hardship of this wilderness, they earned the unique distinction of becoming the first white men to settle in this entire area.

As early as 1754 Captain Peter Powers led a party in exploration of the "Great Valley." He came from Penacook, later known as Rumford, and in

1762 it became Concord. A journal of his trip is recorded in Rev. Grant Powers' History (pages 17-32). He reported several clearings in the area where Indians had raised corn.

Again in 1760 after the fall of Montreal to Hampstead, John Hazen, Jacob Bayley and others came down the Connecticut River and saw these clearings and were much impressed. The next spring Captain Hazen returned to the Oxbow area to consider settling there. On his return to Hampstead via No. 4, he hired several men to go to Coos to cut and stack the hay on these clearings. Reports say that nearly 90 tons of hay were thus made available for winter feeding of the cattle by Johnston and Pattie.

During the long cold winter at least 60 miles north of No. 4, the nearest white settlement, Johnston and Pattie were doubtless very busy keeping themselves warm, caring for the cattle, breaking the steers so they would be ready for spring work, and making a canoe, probably of saplings and birch bark for use on the river in the spring. They also must have done some hunting and fishing to provide some fresh food.

Captain Hazen came as pre-arranged to join Johnston and Pattie in the spring of 1762. He brought a few other men with him and material for a primitive saw mill and a grist mill. These mills were erected on Poole Brook, which was probably the later site of Obadiah Swasey's mill near the present iron bridge on Depot Street in North Haverhill.

While Hazen was traveling the route he was familiar with, via No. 4 and the Connecticut River, *Joshua* Howard and two others came up the Baker River route and down the Oliverian. They were the first settlers to come here in a direct course from Salisbury. They employed an old hunter at Concord to guide them. They made the trip in four days, traveling west of Newfound Pond.

Early that summer (1762) after Hazen and his men got located, Johnston & Pattie were permitted to go down the river in the canoe they had made during the winter. They probably intended to go first to Charlestown and then to Hampstead which was their home, but Johnston never made it. Their canoe was wrecked at Olcott Falls, where the present Wilder Dam is located. Johnston drowned and his body was later found on the shore of an island below the falls, which still bears his name. Pattie reached No. 4 safely but was never heard from later.

The only other mention of *Webb* is found in Wells History of Newbury (Page 17) where he states, "The next year (probably 1763) Webb, who was partly mulatto and partly Indian, was drowned in the river at Newbury, and was the first man buried in the cemetery at the Ox-bow."

Among those who came with Hazen in 1762 were Thomas Johnson, who

later became a settler in Newbury, Vermont, John White, Uriah Morse, and Joshua Poole. With Joshua Howard were Jesse Harriman and Simeon Stevens. Howard lived many years on the island just north of the present County Farm Buildings, which island still bears his name. He died in 1839 at the age of 99. Jesse Harriman, whose real name was "Jaasiel," a grantee of Haverhill, Bath and Newbury, later moved to Bath and was the first family to settle there. Stevens was a grantee in Haverhill and Newbury and his family later settled in Piermont.

Charles Johnston, a younger brother of Michael Johnston, came to Haverhill in 1769. He settled at the Corner and became one of its most influential citizens. He died in 1813. Soon after he came to Haverhill he visited his brother Michael's grave on the lonely island and placed a simple marker on it.

This, in brief, is the story of the first settlers who came to the Coos Region. They were truly pioneers, bold, courageous and rugged. It also provides a glimpse of the great contrast between marked trails of that era and our modern highways. It is a story of self-reliance and confidence in the future almost extinct in the individual today.

PAGES AND PAGES

Over three hundred and thirty years ago two men came to America from England. Both had the same name, but probably were not related; came from different places, at different times; and settled in different localities. Both landed in the Massachusetts Colony during the summer of 1630.

One John Page (1) moved his family (a wife and three children) from Dedham, England to Watertown, Mass., where he died December 15, 1676.

John Page (2) (John 1) born Watertown, Massachusetts 1639.

Samuel Page (3) (John 2, John 1) born 1672.

Nathaniel Page (4) (Samuel 3, John 2, John 1) born 1702.

John (5) (Nathaniel 4, Samuel 3, John 2, John 1) born 1741.

This John Page came to Haverhill, then known as Coos Meadows, in September, 1762 and stayed through that winter caring for cattle for John Hazen and Jacob Bayley. In payment for these services he was named one of the proprietors of Haverhill on condition he would settle here. Aside from a short time he worked for an uncle, David Page, in Upper Coos (Lancaster), he spent his life from 1762 to 1823 in Haverhill. He had four children, all by his third wife, Hannah.

The following inscriptions are on the stones in the Page family lot in Haverhill Corner Cemetery.

Here lie the remains of Mr. John Page who was
born in Lunenburg, Mass. July 10, 1741:
Came to this town in 1762 and was one of its
First Settlers.

He bought the land on which he labored nearly
sixty years, and of which he died, possessed
October 15, 1823. Industry, sobriety and
integrity, characterized his life
Under his hand and the blessing of God
the wilderness became a fruitful field.
He enjoyed many years of domestic, civil and
religious life, and died in full hope of
Blessed Immortality.

Here lie
the remains of Mrs. Hannah Page, widow of
Mr. John Page, and daughter of Samuel
and Deborah Royce who died
July 29, 1827 aged 70 years.

In her eighteenth year she embraced the religion of
Christ, united with the Baptist Church, continued
through life an humble persevering follower of the
cross, and distinguished patronage of the
Missionary and other Benevolent Societies.

John (6) (John 5, Nathaniel 4, Samuel 3, John 2, John 1) born May 21, 1787 in Haverhill, N.H. and became one of her most valuable and honored citizens.

He became prominent in town, county, and state affairs. He served Haverhill as town clerk, was selectman fourteen times, and representative three times. He was registrar of deeds for Grafton County for five years. He served on the Governor's Council, later in the U.S. Senate, and then was thrice elected Governor of New Hampshire, 1839, 1840 and 1841. He was the first Governor of New Hampshire from Haverhill; the only other one was Henry W. Keyes who served from 1917–1919. Page was also our first U.S. Senator and Keyes our only other. John R. Reding 1841–1845 was our only congressman (mentioned in Big Cucumber story).

During his term as Governor of New Hampshire in 1840 he secured the repeal of the law which permitted imprisonment for debt (which is still lawful in Vermont). During his later years he was active in bringing the railroad

into this town. He was one of the organizers of the present Republican party in this state. He conducted a large farm and died on his homestead, more recently known as the Laura Page place, in September, 1865. Laura Page was the widow of his ninth and youngest son, Edward L. Page.

The Governor's brother, Samuel, was a very successful storekeeper and farmer in Haverhill. He had fourteen children of whom one was William Hazen Page, father of the late Fred W. Page and the late Charles P. Page, whose daughter, Mildred W. Page still resides at Haverhill Corner.

Another John Page, a single man, came to America from Old England about 1630 and settled in Hingham, Mass. He moved to Haverhill, Mass., in 1652. He married Mary Marsh, of an early Hingham family, and they had eleven children, seven of whom were baptized at Hingham.

Benjamin Page (2) (John 1) had ten children, all born in Haverhill, Mass.

Jeremiah Page (3) (Benjamin 2, John 1) oldest son of Benjamin, had seven children, all born in Haverhill, Massachusetts.

Joshua Page (4) (Jeremiah 3, Benjamin 2, John 1) married Hannah Dustin, granddaughter of the famous Hannah Dustin. They had nine children.

A brother of Joshua, Caleb Page, was the father of Elizabeth Page, who later married John Stark and became famous as Molly Stark.

Joshua Page (5) (Joshua 4, Jeremiah 3, Benjamin 2, John 1) had thirteen children.

Samuel Page (6) (Joshua 5, Joshua 4, Jeremiah 3, Benjamin 2, John 1) had eleven children. He moved from Haverhill, Mass. to Haverhill, N.H. about 1812. He lived for several years in the Jeffers neighborhood, also known as School District No. 6. Then he moved across the town line into Coventry (now Benton).

James Jeffers Page (7) (Samuel 6, Joshua 5, Joshua 4, Jeremiah 3, Benjamin 2, John 1). He was born in Haverhill, Mass. in 1800, lived for many years in Benton, then on a farm on the river road in Haverhill, near the Haverhill-Newbury toll bridge. He had six children. He died in 1884.

James Page (8) (James J. 7, Samuel 6, Joshua 5, Joshua 4, Jeremiah 3, Benjamin 2, John 1). He had three children of whom one, a daughter Ella, married Frank H. Pope, a business man in Woodsville for many years. Their daughter is Mrs. Norman Guttersan, now of Ryegate Corner, Vt. A son, Ernest T. Page is well remembered by many residents of this town, whose daughter, Theda Page Brigham, now resides in Benton.

Another son, Norman J. Page (9) had five children, all well known to residents of Haverhill. Norman Frederic Page is now a senior vice president of the American Express Company in New York City. Barbara Page Hutchins is the wife of Samuel Hutchins and lives in Brattleboro, Vt. Lincoln Page is a geologist, employed by United States Geological Survey, and lives in Melvin Village, N. H. Miriam Page, a resident of Benton, and employed in the Dept. of Welfare for the State of Vermont, and James Jeffers Page, formerly a geologist in United States Geological Survey, now residing in Benton, N. H.

In nine generations there are seventy-three Page children in this family tree.

Norman J. Page (9), although born in Benton in 1866, was very much a part of Haverhill. His father died when Norman was only eleven years old. He attended school in District #3, West Benton and No. 6 District at East Haverhill, then at Haverhill Academy, then at Dartmouth College where he graduated with honors in the Class of 1895, a member of Phi Beta Kappa. His college education was several times interrupted while he taught school to earn money for his expenses.

In 1899 he received his master's degree from Boston University. He later studied in Harvard, Dartmouth and Grenoble, France. He taught school in Bethlehem, Salem, Henniker, Pittsfield, Woodsville, and Lisbon, N.H. In 1911 he became superintendent of schools for the Bath Woodsville-Haverhill District. He lived in Woodsville from 1911 until his death on February 10, 1930. During the last nineteen years of his life he endeared himself to every resident of Haverhill. He continued as superintendent of schools until his death and established himself as one of the outstanding superintendents in the state. He was President of the Woodsville-Wells River Rotary Club in 1928.

Members of his family assert that the middle initial J of his name was honorary, window-dressing only. At his birth his mother firmly declared he would not be called "Jimmy" yet in honor of the John, Jeremiah, two Joshuas and two James in his own family tree, and also for his Jeffers ancestors and his grandfather, Jonathan Hunkings, he was awarded the very significant "J".

This in brief is the story of two John Pages who came to America over three and a quarter centuries ago, and of their descendents, many of whom played an important part in the history of Haverhill.

HAVERHILL INDIAN NAMES AND LORE

In most of the early records, the area which is now Haverhill and Newbury was called Cohos, other varieties of spelling were Cohas, Cowass, Kohass, Coos and Corvass. Tradition has it that in the Indian tongue Cohos meant "crooked". It accurately described the course of the river especially at the "Little Ox-bow" in Haverhill and the "Big Ox-bow" in Newbury. A similar crooked course of the river in the vicinity of Lancaster accounts for naming that territory the "Upper Cohos" and Haverhill and Newbury then became known as "Lower Cohos".

"Connecticut" very literally means the long-deer-place or river. The Indian spelling was Quinne-Attuck-Auke.

"Ammonoosuc" was the Indian word for fish-place or river (Indian spelling Namoos-auke). Some of the best authorities spelled it with one "m" and a "k" at the end.

On an early map of the Cohos country published in London (1768) is a stream called "Umpammonoosuck" which means some-sort-of-a-fish place or river. Its present name is Oliverian which is easier to spell and pronounce.

It is unlikely that any Indian tribe ever made its permanent home in the Coos country. Most of the early writers have expressed their doubt about it. It is known that the St. Francis tribe lived on the St. Francis river in Canada but made many sorties through the Coos area. After the Deerfield Massacre (1704) Rev. John Williams was taken through Coos to St. Francis in Canada. Again in 1709 when Deerfield was burned, Thomas Baker was taken there via Coos. In 1752 John Stark was captured by St. Francis Indians and taken to Canada. The further evidence of corn being cultivated on the "cleared intervals" prior to the earliest settlement by white pioneers in the 1762-64 period has prompted some historians to express an opinion that sometime prior to 1760 the St. Francis Indians may have had a permanent settlement here. Indian relics of various kinds were found in Haverhill, such as stone arrows, spear heads, stone mortars and pestles which suggest some Indian occupation at a very early date. If they did not live here on a year round basis, they must have spent many summers here to have transformed thick forests into clearings such as reported by Stark, Hazen, Bayley and others. Also they provided hay for Johnston and Pettie in 1761.

Another indication that the Indians were in this area at some time was the old Indian fort, traces of which were still visible on the Vermont side of

the river when the first white settlers arrived. Also ash heaps and human bones were turned up when the land was plowed.

Grant Powers even reports (pg. 37) that there were amicable Indians on both sides of the river when Johnston and Pettie arrived. Also he states that "trees about as large as a man's thigh were growing in the old Indian Fort" which may indicate it was abandoned at least 20 to 25 years earlier.

Undoubtedly the abundance of wild game and the large variety of fish found here by the early settlers had been among the attractions or reasons for the Indians visiting or living here in the early years. It is known that fine salmon were in the Connecticut river. The brooks were filled with trout. Large numbers of mink, otter and beaver inhabited the river bank, and bear, moose and deer filled the forest. These fish and wild game furnished food for the Indians as they did later to the earlier settlers. Prior to the white man taking over the Coos country it may well have been the happy hunting ground for Indians.

Whitcher (pgs. 9-10) says the Indians of the interior of New England were Algonquins and were called "Nipmucks," fresh-water Indians, by the seashore tribes. There were twelve tribes or families of "Nipmucks." They were always located near lakes or rivers. Some well known "Nipmucks" were the Pemigewassets in the valley of the same name, the Nashuas, Amoskeags, Penacooks, Ossipees and Coosucks who lived and hunted in the Coos country.

Among many yarns about experiences with the Indians in the early days in Coos, is one supposed to be based on an actual event which is reported by Grant Powers and repeated by Whitcher concerning three murder trials of one Toomalek. In two of these trials he was found not guilty once because of no intent (or motive)—and the second time because it was held to be in self-defense. However, in the last trial he was found guilty. Under Indian law the nearest by blood to the slain has to be the executioner. In this case another Indian known as Captain John had to avenge the murder of his own son, which he did with his gun. This was Indian justice with no appeal or delay.

The briefness of this sketch points up the fact that not much is known about the Coos country Indians.

It is interesting to note here that 25 of our 50 states have names of Indian origin. A few examples are Massachusetts (near the great hills), Mississippi (great long river), Nebraska (shallow water), and Connecticut (long river without end).

COLONEL JOSHUA HOWARD

Born in Haverhill, Mass. April 24, 1740 and died in
Haverhill, N.H., Jan. 4, 1839.

Among the earliest settlers of Haverhill was Joshua Howard, a grantee of Newbury, who came here with John Hazen in April, 1762, via Baker's River and the Oliverian Indian Trail. With the consent of Jacob Bayley, Howard remained with Hazen. He purchased land from several original proprietors of Haverhill who failed to settle here. This included a large island in the Connecticut River just north of the present Grafton County farm buildings. This island soon became known as "Howard Island" which name it still retains. It is now part of the County farm property and is excellent meadow land due in part to the fact the Connecticut river overflows it in every high water period.

Joshua Howard was a quiet man who became a highly respected citizen of his town. He was just 22 years old when he arrived and he lived here 77 years until his death at the remarkable age of 98 years, 9 months.

Howard had two companions when he came to Haverhill over 200 years ago (1762). They were Jesse (Jaasiel) Harriman, a blacksmith, and Simeon (Simon) Stevens, both grantees in the Haverhill charter. These three men were the first settlers to come via the Wilderness route (Salisbury, Newfound Pond, Tarleton Pond, and Oliverian) with an old hunter to guide them. Hazen and several others came the same spring from Number 4 (Charlestown) via the Connecticut River route which had been used by Hazen and Bayley the previous year. Upon arrival their first task was to set up a primitive saw mill and a grist mill on Poole Brook. With the boards, plank and slabs produced, they built the first very crude houses. One of the earliest houses was one built for John Hazen on the Ox-bow which is well remembered by many present residents. It was unfortunately torn down about 25 years ago. So many slabs were used in the construction of these early homes that the settlement was known as "Slab City" for many years before it was given the more dignified name of North Haverhill.

After a few years Howard established himself on his island where he lived for many years with his wife, Susan, who came from Massachusetts when her husband sent for her. One report says that they operated a hotel for a time on the site of the present County buildings. His oldest son, Joshua Howard, Jr., lived his entire life in Haverhill. He died in 1848 at the age of



Grafton County Farm as it looked prior to 1900.

60 in the Howard Island homestead. He lived with his parents until his mother died in 1816 (aged 73). After that he maintained the island home and cared for his father until his death in 1839.

Rev. Grant Powers speaks in flattering terms of Joshua Howard in his "History of Coos Country." He describes Howard as a man of strict veracity to whom he was much indebted for material furnished concerning the early settlement of the Town.

Not much is now known about the Howard family. There was a second son, Benjamin, who went to Ohio as a young man. Another son, Rice H., went to live in the South. There was also a daughter, Susanna, who married one Ephraim Knapp.

During his long residence in Haverhill, Joshua Howard was one of its outstanding citizens. He served as selectman and was on the committee of safety. In the Revolution he served as a lieutenant, and he represented his town in the Windsor, Vt. Convention. It is believed that he acquired the title of colonel from service with the State Militia.

By a strange coincidence, four of the outstanding leaders in the early settlement of Haverhill had the same initials "J. H.": John Hazen, Joshua Howard, Jaasiel Harriman, and John Hurd.

FIVE HAVERHILLS

Of nearly 175,000 towns and localities listed in the World Atlas there are only five by the name of HAVERHILL, an English name. Haverhill, England is a market town in Essex County, eighteen miles south of Cambridge. It is chiefly one long street with large shops, well kept estates, pretty homes with beautiful lawns and some very wealthy families. How these other Haverhills came into being is of peculiar interest to the residents of Haverhill, N.H. at this time.

Rev. Nathaniel Ward came to New England in 1634 from Haverhill, England, and became pastor of the church at Ipswich in the Massachusetts Bay Colony. His son, John Ward, was born in Haverhill, England in 1606. After completing his education there he followed his father to New England in 1639 where he hoped to have a church with the help of his father. After a year during which the young man had received no call, the father proposed a new settlement on the Merrimack at a place then called Pentucket. Twelve families from Ipswich and Newbury were persuaded to start building new homes there. This settlement grew rapidly and in October, 1641, Rev. John Ward became their first minister. The Indian Name Pentucket was soon changed to Haverhill in honor of their first minister and of his English birthplace. Clearly Haverhill, England was a township in 1606 and probably much earlier. Haverhill, Mass. dates from about 1641. A period of nearly a century and a quarter elapsed before the next Haverhill was founded.

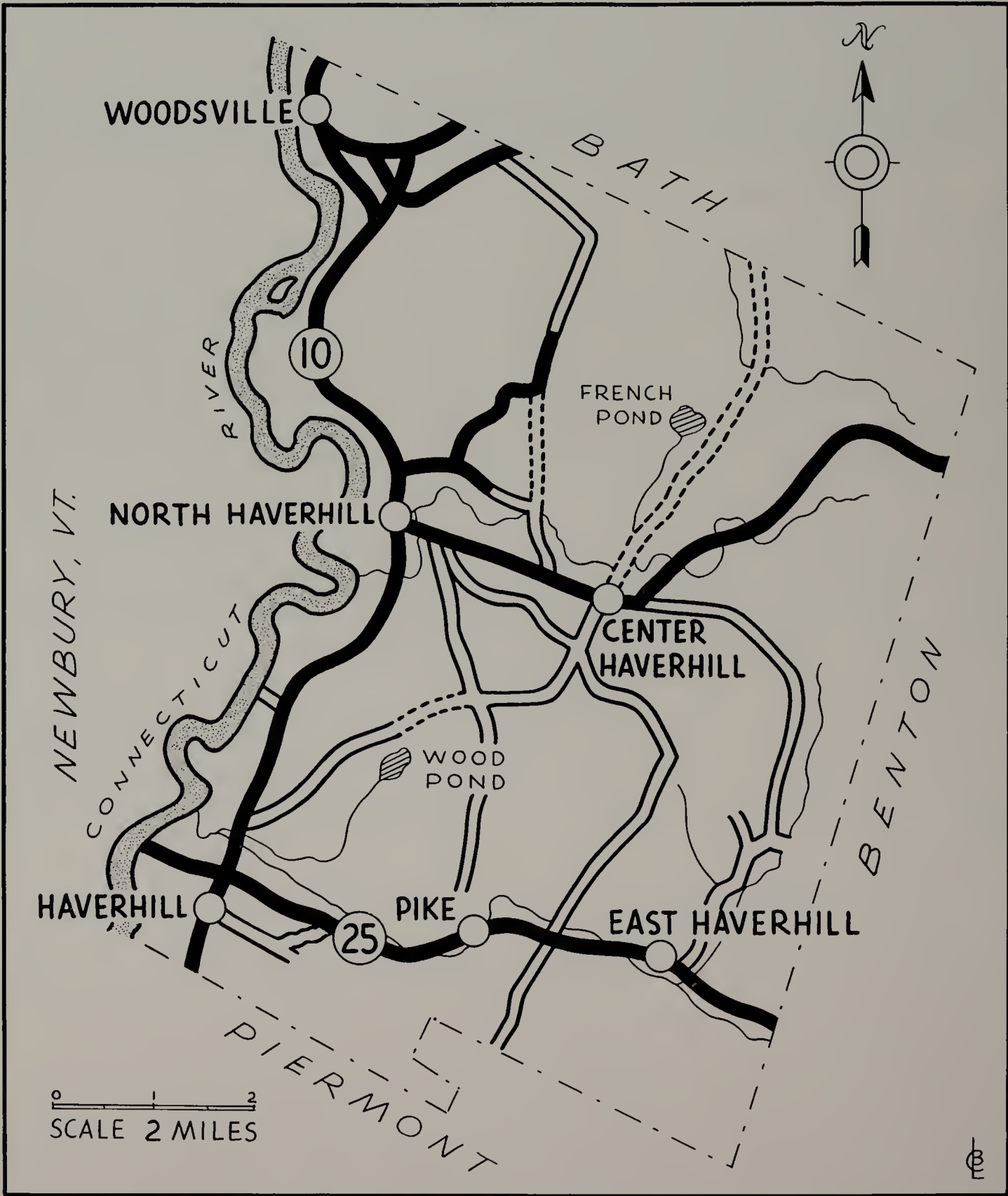
John Hazen was born in Haverhill, Mass. in 1731 in the north side of that town. This area was north of the boundary line between New Hampshire and Massachusetts which was established in 1741. That part of Haverhill, Mass., which was north of the new boundary between the two states soon became the Town of Hampstead N.H., which it remains to this day.

The life story of John Hazen is briefly told elsewhere in this booklet. He became vitally interested in an area known to the Indians as "the Cohos Region" which he saw for the first time in 1760. He later obtained a charter for a new town which was named Haverhill at his request, after his native Massachusetts town of the same name.

Today there are two other Haverhills in the United States. One is in Ohio and was settled by a party led by Asa Boynton who went "out west" from Haverhill, N.H. The other is Haverhill, Iowa, settled by men from Haverhill Mass. Thus it appears that all the Haverhills are related. The

four in this country are off-springs of Haverhill, Eng. Haverhill, N.H. has two ancestors and one descendant. Haverhill, Mass. has one ancestor and three descendants.

These are little known facts which should be of real interest to all present and future residents of HAVERHILL, N.H.



MAJ. URIAH STONE

Among the very earliest married couples to settle in Haverhill was Uriah Stone and Hephziba Hadley Stone. They came from Hampstead, N.H. in 1763, and built a log cabin on the bank of the river, not far from the present site of Bedel's Bridge (our South Newbury to Haverhill Bridge). Stone was a German and his real name was Stein, the German word for Stone. He was a soldier in the old French War. His reputation was that of a man of high character and of great energy.

In the early days of Haverhill's history there were no bridges over the Connecticut River. Stone conceived the plan of the first ferry for public use by Haverhill and Piermont settlers and those of Moretown (now Bradford, Vermont) and Newbury. No lumber was available and no saw mill either, therefore the energetic, broad-shouldered Uriah Stone had to build his ferry boats the hard way. He hewed logs, plank and boards by hand.

His home was washed away by high water and is reported to have landed on the Piermont meadows. Whether he salvaged something from this original log house is unknown. But he is known to have moved his family to a log cabin in Piermont where he continued his ferry business. He cleared and cultivated a large farm there and later conducted a tannery. He raised a family of 13 children. He died and was buried in Piermont in 1819. His gravestone bears the following quaint inscription:

"You may go home an dry your tears,
I must lie here till Christ appears."

While Uriah Stone was not a long resident of Haverhill, and did not exert any great influence in the town's early history, however, he is worthy of special mention as the first ferry operator in the town, and even more than that, for his relation to a later important event in history—one of his children was George Washington Stone, who must have been born during the Revolutionary War. George W. Stone later went to Canada where he married. His daughter was Melvina Stone who later became the wife of Rev. William Arthur, D.D. Their son was Chester A. Arthur, who became the 21st President of the United States.

Thus we find that Uriah Stone was great-grandfather of a President of the United States. It should be noted here that Chester A. Arthur is described in history as the son of Rev. Wm. Arthur and Melvina Stone of an old N.H. family. Chester Arthur was born at Fairfield, Vermont, October 5, 1830 and was elected Vice President with President James Garfield. Arthur became President when Garfield was assassinated in 1881.

“HORSE MEADOW”

The origin of this name is given in a book printed in 1841 called “Historical Sketches of Coos Country” by Rev. Grant Powers.* In 1763 John Foreman and several others, who had previously enlisted in Pennsylvania in the British Army early in the French War and had been retained in Canada after the war ended, deserted and made their way to the headwaters of the Connecticut River, then down the river to the northern part of Haverhill. They were nearly exhausted and had no supplies. They had no knowledge of any settlement nearby and were in search of something to eat when a horse appeared on the plain east of the river. They supposed, of course, it was a wild horse and shot it. After cutting up the carcass and having a good hearty meal, they filled their packs with horse meat and started along their journey only to discover smoke from some houses on what is known as the Ox-bow. They fled across the river.

Their first thought was that maybe they had killed an animal belonging to hostile Indians who might capture them. Finally they decided to have one man swim the river and reconnoiter. He reported an English settlement. A boat was brought to bring the entire party to the Ox-bow, where they were well received. This incident gave the name “Horse Meadow” to the area where the county farm buildings are now located.

Mr. Powers is responsible for an incredible story which he narrates as authentic. It is that John Hurd, one of the early settlers of Haverhill, came from Portsmouth and settled on Horse Meadow. He came by way of Charlestown, about 95 miles, and then up the river about 70 miles. He brought a valuable cow with him and pastured her on the meadow. After a few weeks she disappeared. A thorough search was made in vain. Indian runners were engaged to pursue her. After a week they returned without the cow but reported they had trailed her through Coventry (Benton). Mr. Hurd quite naturally gave her up as lost. That fall a man came to Haverhill from Portsmouth with letters to friends, and one of these letters told the incredible story that this identical cow was found in the same barnyard at Portsmouth

*Grant Powers came from Hollis, N. H., graduated from Dartmouth College, Class of 1810, studied for the ministry with Rev. Dr. Benton at Thetford, Vt. He was ordained January 14, 1815 and served the parish until April 28, 1829, a period of 14 years and 3 months, longest in history of church until A. T. Boland who served from 1916 to 19(?). Grant Powers was a grandson of Captain Peter Powers, the pioneer explorer of the Coos region who came here from Hollis, N.H. in 1754, and was a nephew of Rev. Peter Powers, who was the first minister in this Coos region, 1765-1783.

from which she had been taken several months earlier. Her return by whatever route she took was over 100 miles. This yarn about cow's instinct is worthy of one of Ripley's "Believe It or Not" stories.

In Bittinger's history of Haverhill (1888) the naming of Horse Meadow is again narrated. Also an incident is told which took place a century later when a man and woman drove along the road near the present county farm buildings and inquired what place it was. When told it was Horse Meadow, he asked the origin of such a name. The story as related by Mr. Powers was told him. Then he surprised the local farmer by exclaiming, "My grandfather was one of the party that ate that horse. I've heard the story many times but never expected to see the place."

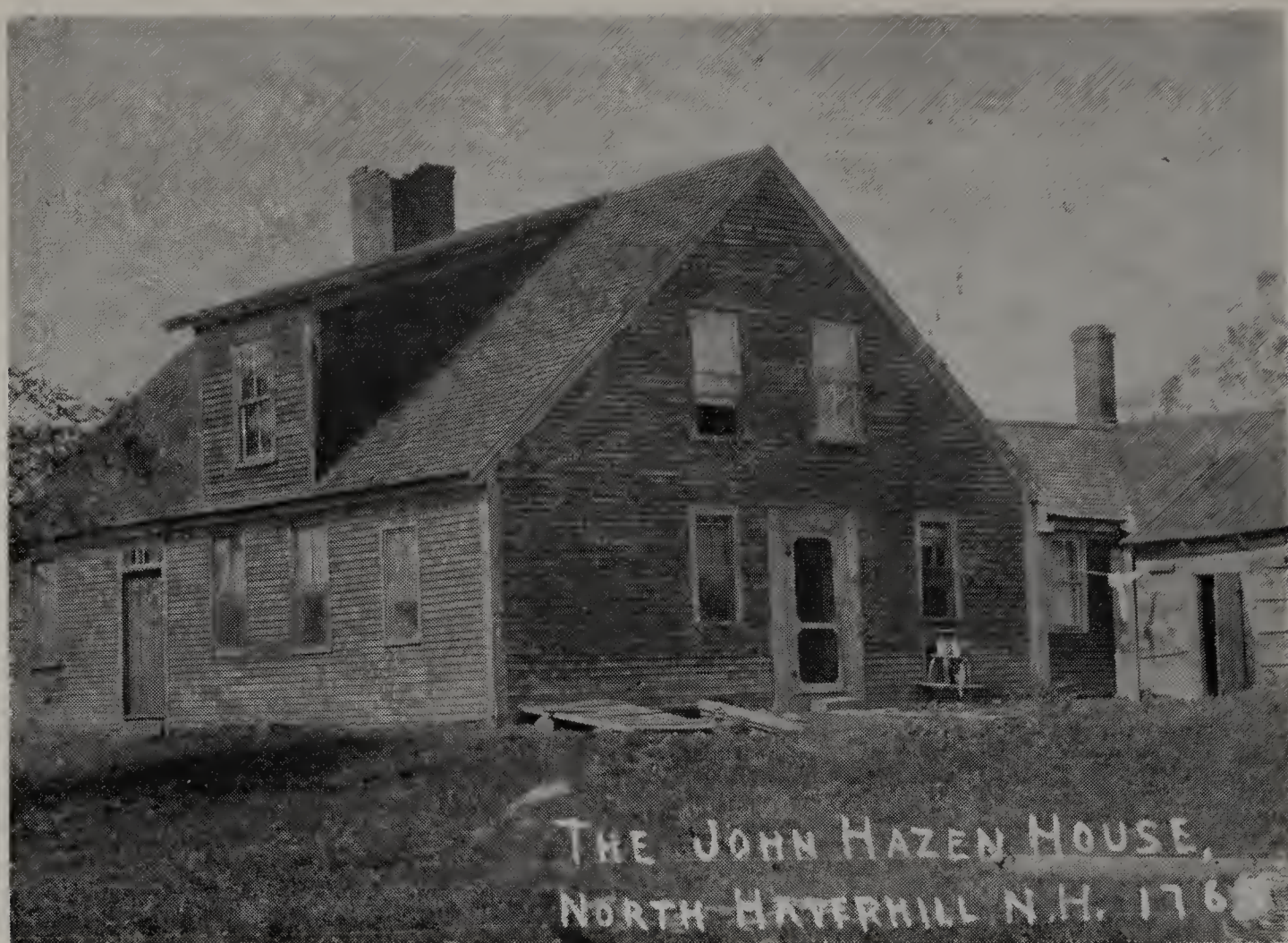
HAZEN THE FOUNDER

(1731–1774)

John Hazen (Hazzen—early spelling) was born in Haverhill, Massachusetts August 11, 1731. Little is known of his early life except that he was very energetic and of high character. He was active in the settlement of the Town of Hampstead, New Hampshire, and later enrolled in the New Hampshire Militia from the Town of Plaistow. He had a fine military record as a young man, first in the French and Indian War, then in 1757 as a lieutenant in the Company of Captain Jacob Bayley in the Crown Point Expedition.

In 1760, as Captain, he commanded a company in the invasion of Canada and was present at the surrender of Montreal. On his return with Col. Bayley he passed through the Coos region and became favorably impressed. They spent several days carefully exploring the area. Lt. Jacob Kent and Lt. Timothy Bedel were with them on the return from Montreal. Bayley and Kent later settled in Newbury; Hazen and Bedel in Haverhill. All four were grantees in both Haverhill and Newbury charters.

Upon his return to his home in Haverhill, Massachusetts Hazen gained favor with the New Hampshire authorities at Portsmouth. He and Jacob Bayley pooled their efforts and energies to advance the settlement of this area, which later became Haverhill and Newbury. Hazen sent the first men here to actually take possession of land on the New Hampshire side of the river in 1761. Michael Johnston, Abraham Webb and John Pattie, all of Haverhill, Massachusetts, came by way of No. 4 (Charlestown) and brought some cattle with them. They built shelters for themselves and the animals. They cut sufficient grass to winter the livestock from the intervalles which clearly had



been cultivated by Indians for raising corn in earlier years. There were friendly Indians in the vicinity at that time.

Early in the spring of 1762 Hazen and a number of men came to Coos with material which he used to build a saw mill and a grist mill. One of these was probably north of the present bridge on Depot Street in North Haverhill.

Probably Hazen and Bayley both returned to Haverhill and Newbury, Massachusetts in the fall of 1762 to see the authorities about getting charters here. Grant Powers tells of one Oliver Willard, who tried to get a charter of the Haverhill area and even sent a man by name of Chamberlin to try to upset the Hazen settlers. However the Governor recognized Hazen and Bayley, and Willard failed. The charter was dated May 18, 1763.

In the Haverhill charter John Hazen was the first named, Bayley was second (The Newbury charter has the two names in reverse order at the top of the list). Two brothers of John Hazen were grantees in the Haverhill charter—Willam and Moses—but they did not actually settle here. Also John Hazen, Jr., a son of John Hazen and only seven years old, was a grantee.

Captain Hazen took a very important part in the early settlement. He became one of the big landowners. He was the first moderator of the town, being elected at the first town meeting held in Plaistow in June, 1763. Bayley

was elected a selectman. At the next meeting Bayley was elected moderator, and Hazen, town treasurer. Hazen held many town offices until his death on September 23, 1774, during all of which time he was clearly a leading spirit among the proprietors. It is believed that Hazen was buried in the Ox-bow Cemetery on the Newbury side of the river. The grave is unmarked and its location unknown.

He was married in Haverhill, Massachusetts to Anne Swett whose father, John Swett, was a grantee in the Haverhill charter. They had three children of which one was John, Jr. She died in 1765 at Haverhill, New Hampshire. Hazen later married for his second wife one Abigail Cotton in 1766. To this union one child, Anna, was born in 1768.

John Hazen is frequently confused with his brother, Moses, who also served in the Canadian invasion. Moses married a French lady and settled at St. John, Canada. When the Revolutionary War broke out, he sacrificed his Canadian land and supported the Colonies. Before the close of the war he was commissioned brigadier-general. He cut a military road in Vermont from Wells River through Peacham to Montgomery through a mountain notch, which road and notch still bear his name. Moses Hazen was a grantee of both Haverhill and Newbury but was never active in their affairs.

Abigail Hazen, widow of John Hazen, later married Henry Hancock (January, 1775), one of the first settlers of Lyman, New Hampshire. They lived in Haverhill and Bath. Their son was Thomas Hancock, and his son was Samuel R. Hancock, who lived on the Hancock farm just over the Bath-Haverhill line. Sam is still remembered by older residents. His estate still owns some land in this vicinity, and his descendants are mostly residents of California, where he lived for many years.

Sarah Hazen was the first child of John Hazen and his first wife. She was born March 12, 1753 at Hampstead, New Hampshire, and moved to Haverhill with her parents, probably in 1762 or 1763. Her mother died in 1765. Sarah married Nathaniel Merrill on June 22, 1771, when she was 18 years old. Her husband was a grantee named in both Haverhill and Newbury charters. He served as Selectman of Haverhill from 1784 to 1806 and served in the New Hampshire Legislature four times. He moved to Piermont in 1816 where he died in 1825. They had 13 children, all born in Haverhill and Newbury, Vermont. Twelve were daughters. One, Ann Nancy, married Obadiah Swasey, and their daughter, Mary Ann, became the wife of John L. Woods, for whom Woodsville was named. Another, Hannah, married John Page in 1812. They had nine children. He later became Governor of New Hampshire. Thus we know John Hazen has many descendants, but the name of Hazen seems to have dropped out of sight.

John Hazen is mentioned in the charter of Haverhill as the one to call the first town meeting, and was appointed by Governor Benning Wentworth to serve as moderator of that first meeting. It was held on the second Tuesday of June, 1763, at Plaistow as were the second and third meetings. Then the fourth was called in Hampstead and adjourned to meet at the house of John Hazen in Haverhill, the first official meeting in the town. After that meeting, 10 town meetings were held at Hazen's in Haverhill. The dates of these meetings indicate several were really adjourned meetings, and it is apparent that the charter was disregarded. It specifies that annual meetings shall be on the second Tuesday of March. Town meeting, for all towns in New Hampshire, is still held on that date. The 17th town meeting was held at Hazen's House, August 16, 1773.

Before his death in 1774 at 43 years of age, Hazen had seen his town progress from the beautiful spot in the wilderness he first saw in 1760, to a fully established town. A church had been established. Haverhill was the shire town of Grafton County. A court house and a jail had been erected. Schools had been organized. Mills had been put in operation, frame houses began to replace log cabins. Town government was functioning smoothly with much progress in road building.

The population had grown to a total of 387. Taverns had been opened. Much land had been cleared and was under cultivation. Surveyors of lumber and highways, fence viewers, sealers of weights and measures, hog reeves and deer reeves were functioning effectively.

It is abundantly clear that John Hazen was a true pioneer, a brave soldier, and a man of great capacity and vision. He was a tireless worker for the development of this new town, and for its welfare. Certainly no other man is as deserving of the honor of being hailed as the "Founder of Haverhill."

Some men are born leaders while many more are followers. A natural leader will assert himself in any group. Such a man was John Hazen, and so was Jacob Bayley—both were the early leaders in Haverhill and Newbury respectively, and so was Col. Charles Johnston who followed Hazen as the leader in Haverhill.

After May 18, 1963 it will be correct for the first time to refer to the founding of Haverhill by John Hazen and others as "over 200 years ago." Only a very small percentage of the 175,000 towns in the United States can make that statement. Few towns, regardless of their age, have a more complete record of the events pertaining to their founding and none had a more courageous, outstanding pioneer and founder than John Hazen.

TIMOTHY AND MOODY BEDEL

No father and son had greater interest or influence in the founding and early growth of Haverhill than did Timothy Bedel and his famous son, Moody.

When Timothy Bedel returned from the Fall of Montreal in the autumn of 1760 (described elsewhere) he was only 20 years old, yet he already had been through seven years of war experience. He was born in Salem, Mass. in 1740. He first saw the Connecticut Valley in 1760 and came to Haverhill in 1762 or 1763 to help his friend, J. Hazen, settle Haverhill. By his first wife, Elizabeth Merrill, he had seven children, the third being a son named Moody, who was born in Salem May 12, 1764 and is believed to have moved to Haverhill the same year with his mother and older brother Cyrus, and sister Ruth, who later married Jacob Bayley, son of the famous General Jacob Bayley of Newbury, Vermont.

After the death of his first wife, Timothy Bedel married Mary Johnson (often called Polly) who was born in Charlestown, New Hampshire December 8, 1752, taken captive with her parents in August 1754 when less than two years old, carried to Canada, and from there to England. She was later redeemed, with her mother, and brought back to New Hampshire in 1757. She and Timothy had two children, born at Haverhill in 1785 and 1786.

It has been claimed that Timothy Bedel came to Haverhill in 1762, but there is good proof he was with the Royal Provincials during the six weeks siege and capture of Havana, Cuba that year. He was commissioned captain in April, 1762 and remained in the service until 1763. He brought his family to Haverhill in 1764, which was his home for twenty-three years.

Timothy Bedel served the town of Haverhill as moderator five times, town clerk one year, selectman four times and one term in the Legislature (1784). He died in 1787 at the age of 47 and is buried in Ladd Street Cemetery. A large granite boulder with plaque marks his grave.

At the start of the Revolutionary War (1775) he raised a regiment and served under General Montgomery at the siege of St. Johns. In 1776 New Hampshire was requested to raise three regiments. Timothy Bedel applied for command of one for the northern part. William Stark, his former captain and a brother of John Stark, also applied. Timothy Bedel was appointed colonel through the recommendation of General George Washington, then at Cambridge, Massachusetts. Colonel Bedel raised this regiment and was ordered to go to Montreal where Colonel Arnold placed him in command of a place



called "The Cedars." Through some misunderstanding of orders, Bedel went to Montreal, then under command of Benedict Arnold, to ask for reinforcements. While absent from his post it was surrendered by a Major Butterfield. Colonel Bedel was dismissed from service August 1, 1776 on evidence of Colonel Benedict Arnold as to his verbal orders. Timothy Bedel protested his complete innocence and claimed he had followed orders and done only his duty. In 1777 he volunteered as a private to resist General Burgoyne. New Hampshire paid him as a lieutenant in the militia. He was such an outstanding soldier that on November 10, 1777 the Continental Congress recommissioned him a colonel to serve under General John Stark, and General Lafayette. His commission was signed by Henry Laurens, President of Congress and countersigned by Major General Horatio Gates, the same officer who approved his court-martial in 1776.

Moody Bedel probably was the youngest person to come to Haverhill in the early days, he being about six months old. Like his father, he had a compelling ambition to be a soldier. At twelve he served as a drummer boy when his father led an expedition into Canada (1776). He enlisted April 1, 1778 in Captain Ladd's Company of his father's regiment and served to May, 1779 in the Commissary Department.

Of his varied military career suffice it to record here that he served through grades from 2nd lieutenant to brigadier general in 1806. He resigned this commission in 1812 to accept a lieutenant colonel commission in the regular army. His superiors recognized his ability, energy and qualities of leadership and promoted him to colonel.

As an active citizen in Haverhill, he served as moderator several times, as town clerk three years, as selectman three times, as representative five times and in many other positions of trust. He once lived in the old Toll House at the foot of Powder House Hill on the road leading to the Bedel Ferry and later the Bedel Bridge.

During his life time he acquired large land holdings in Haverhill and Bath, also in Burlington, Vermont and in Plattsburg, New York. He became involved in 1798 in the purchase of a very big area from the St. Francis Indians known as the "Philip Grant," because an Indian King Philip signed the deed. He moved there to start a settlement in the wilderness called "Indian Stream Settlement." The New Hampshire Legislature in 1812 declined to recognize his title to this area and Moody lost his wealth and died a poor man in January, 1841. He was buried in the village cemetery at Bath.

During his years in the town of Haverhill, Moody Bedel operated a ferry across the Connecticut River between Haverhill Corner and South Newbury. He sold his rights for \$900.00 to a corporation to build a bridge at this point. In 1805 an open bridge resting on wooden piers was built for \$2,700.00 by one Avery Sanders (Whitcher 258). This bridge was destroyed by high water at least four times from 1805 until 1866 when the present covered bridge was built. The bridge at this location has always been known as the "Bedel Bridge." It was a toll bridge until 1916, when the two towns bought all the stock and freed it.

Colonel Moody Bedel was married twice, first to Ruth Hutchins, on August 27, 1783 and second to Mary Hunt of Bath, March 1, 1808. He had nine children by each wife. On August 23, 1820 Anagusta E. was born. She married Ebenezer R. Deming, January 7, 1847. Percy, the youngest of their five children was born January 28, 1861, and married Ellen Child Lang. They had three children, Henry, Elizabeth and Frances, the latter now Mrs. Wilfred J. Larty, a direct descendant of Timothy and Moody Bedel. She lives in Woodsville and is a valued member and secretary of the Haverhill Bicentennial Committee.

CAPTAIN EBENEZER MACKINTOSH—"THE RIOTER"

In the History of Haverhill by Reverend J. Q. Bittinger, published in 1888 (see pages 371-73) is a brief account of one who came to Haverhill before the Revolution, and who remained a mysterious character until his death here in 1816, at the age of 79. Tradition has it that this man was a leader of the Boston Tea Party which threw the British tea overboard into Boston Harbor in 1773.

The following information about this man is found in a book published in Boston in 1884, entitled "Tea Leaves" by Francis S. Drake:

"CAPTAIN MACKINTOSH was a tradesman of Boston, who acquired great prominence in the local disturbances of the town, prior to the outbreak of the Revolution, but who disappears from her history after that period. He first came into notice as the leader of the South End party in the Celebration of Pope Day which took place on the 5th of November in commemoration of the discovery of the gunpowder plot. In 1765 the two factions of the North and South Ends harmonized, and after a friendly meeting in King, now State Street, marched together to Liberty Tree. The leaders, Mackintosh of the South, and Swift of the North End, appeared in military habits, with small canes resting on their left arms, having music in front and flank. All the property used on such occasions was afterwards burnt on Copps Hill. Mackintosh was a ringleader in the riot of August 26, 1765, when Lieut-Gov. Hutchinson's house was destroyed, and was arrested in King Street next day, but was immediately released by the sheriff, on the demand of a number of merchants and other persons of character and property.

"From the diary and letters of Thomas Hutchinson, we take the following passage:

" 'The Governor had even moved a council, the day after the riot. The sheriff attended, and upon inquiry, it appeared that one Mackintosh, a shoemaker, was among the most active in destroying the Lieut-Governor's house and furniture. A warrant was given to the sheriff to apprehend him by name, with divers others. Mackintosh appeared in King Street, and the sheriff took him, but soon discharged him and returned to the council-chamber, where he gave an account of his taking him, and that Mr. Nathaniel Coffin and several other gentlemen came to him and told him that it had been agreed that the Cadets and many other persons should appear in arms the next evening as a guard to security against a fish riot, which was feared and said to have been

threatened, but not a man would appear, unless Mackintosh was discharged. The Lieut.-Governor asked, "But did you discharge him?" "Yes." "Then you have not done your duty." And this was all the notice taken of the discharge. The true reason of thus distinguishing Mackintosh was that he could discover who employed him, whereas the other persons apprehended were such as had collected together without knowing of any previous plan.' "

Mackintosh was known as the first Captain-General of Liberty Tree and had charge of illuminations, hanging at effigies, etc. In later years his favorite reference to the tea party was, "It was my chickens that did the job!" Bittinger gives further information about Mackintosh obtained from one *Schulyer Merrill*, a long-time resident of Haverhill who died here August 7, 1892, in his 90th year. Merrill heard Mackintosh tell about his chickens on many occasions, and wondered how chickens could have anything to do with a tea party. He described Mackintosh as of slight build, sandy complexion, and a very nervous temperament. He reports Mackintosh died in North Haverhill about 1816, when he, Schulyer Merrill, was a boy of 16 years. Mr. Merrill always claimed he could point out the unmarked grave of this mysterious character.

From an article published in 1924 by George Pomeroy Anderson—"Ebenezer Mackintosh, Stamp Act Rioter and Patriot"—all the above information is confirmed. In addition it appears that Ebenezer Mackintosh was a son of Moses Mackintosh, a grandson of William Mackintosh, who was a second generation descendant of John Mackintosh one of the 272 Scotch prisoners sent to New England in 1651 and 1652 by Oliver Cromwell. Oliver Wendell Holmes, Frank Sweet Black, Governor of New York, and William Claflin, Governor of Massachusetts 1866 to 1869, are among the more famous descendants of these Scotch immigrants.

Little is known about Moses Mackintosh, except that he married one Lydia Jones in Dorchester, Massachusetts in 1734. They had two children, Lydia, born in 1735, and a son, Ebenezer, born in Boston on June 20, 1737. His mother died in 1751 when he was 14 years old. Within two years his father, Moses, was warned out of Boston (a practice of that time to relieve the town of supporting the poor). Ebenezer appears to have remained in Boston where he became a shoemaker. His schooling presumably ended soon after his mother's death. He became a very self-reliant young man. In 1758 he enlisted as a private and was at the battle of Ticonderoga July 5, 1758. His captain was killed there and Ephraim Wesson took command. Wesson was also a later resident of Haverhill, several times elected moderator and selectman (Bittinger's History, p. 73). Ebenezer Mackintosh returned safely to Boston in November, 1758. Next he became a member of the fire department,

as engineman for Engine No. 9, in 1760, and as such was exempt from further military service.

As an engineman he became identified with the South End, at the corner of what is now Essex and Washington Streets where stood a big Elm known as the Liberty Tree. Ebenezer Mackintosh made shoes for this section of the city. In 1764 the South End and North End had a spirited fight in which the South End won. In it a five year old boy was killed. Ebenezer Mackintosh was taken to court but there is no record of the decision. It was probably a charge of disturbing the peace and perhaps a small fine was paid. This apparently established Ebenezer Mackintosh as leader of the South End Gang, and thereafter he was known as "Captain."

In 1765 he was elected as one of five sealers of leather, and his duty was to pass upon all leather coming into Boston and prevent the use of any unsealed leather. In April, 1765, Boston received news of the Stamp Act passing in England. All citizens of Boston, including Ebenezer Mackintosh, disliked this law. In August of 1765 several buildings were burned in riots against this stamp act, including the home of one Hutchinson, Lieut.-Governor of the Colony. This was the occasion for the arrest and later release of Ebenezer Mackintosh. A reward of 300 pounds was offered but no one claimed it and Ebenezer Mackintosh went about unmolested. On August 7, 1766, nearly a year after the destruction of the Hutchinson House, Ebenezer Mackintosh married Elizabeth Maverick of a very respectable North End family. They had two children, Elizabeth, born in 1767, and Paschal Paoli, born in 1769. No reference is made of Ebenezer Mackintosh in any of the many riots between 1766 and 1773. This is perhaps due to the restraining influence of his good wife, Elizabeth. During this period the Boston Massacre occurred on March 5, 1770, and one of the victims was Samuel Maverick, a half-brother of Elizabeth. It is quite certain that Ebenezer Mackintosh did not participate in the Massacre but the loss of his own brother-in-law in it very definitely embittered him more against the British. Family tradition has confirmed that Ebenezer Mackintosh took an active part in the Boston Tea Party on December 16, 1773, and that a reward was offered by the British for him dead or alive. He left Boston soon afterwards and never returned.

His wife had died before he left Boston, and it is probable that the safety of his two motherless children was his principal incentive for leaving. He is supposed to have walked from Boston to Haverhill, New Hampshire, through the forest, a distance of well over 150 miles by whatever route he came. This was in the spring of 1774 when his daughter was seven years old and his son only five. He led Elizabeth by the hand and carried Paschal. It is likely he

came to Haverhill because his old army captain, Ephraim Wesson, had already settled there.

The date of his arrival is unknown but his name appears as a witness to a contract executed at Newbury, Vermont, September 27, 1774, and the paper is still preserved in the Tenney Memorial Library at Newbury. Also he had a claim for shoemaking against the estate of John Hazen who died September 23, 1774. So far as is known Ebenezer Mackintosh lived a very modest, humble life in Haverhill. He continued his trade as shoemaker. He owned no land. He was elected sealer of leather in 1782-1783, and 1784. He held no other office. His daughter, Elizabeth, when she grew up was in the family of General Moses Dow. His son, Paschal, removed to Ohio in 1786.

On November 11, 1784, Ebenezer Mackintosh married Elizabeth Chase, a widow, and to this union three sons were born. All three of them moved in later years to settle near their half-brother in Ohio.

The hardy qualities and self-reliance of Ebenezer Mackintosh can be no better shown than by the fact that in 1802, at 65 years of age, he visited his son Paschal in Ohio, and walked the entire way. On this trip he took his young son, David, eight years old, who stayed for a time in Ohio. This trip was about 1300 miles.

His daughter Elizabeth married Jabez Bigelow of Newbury, Vermont, in 1786. They moved to Ryegate, Vermont and had eleven children. (See Ryegate History.) Her father lived for a few years of his later life with her.

His last years were spent in the Haverhill Poor House. The town sold his services in 1810 to the manager of the poor farm and there he remained until his death in 1816. Many years later a tablet was erected to him by the D.A.R. with money left in the *will* of an Ohio relative. It bears this inscription!

Hurlbutt House (*near Slim's oil station*)
Where died
Captain
Philip McIntosh (*wrong name due to*
1816 *terms of will*)
A leader of
Boston Tea Party
1773

Ebenezer Mackintosh is buried in *Horse Meadow Cemetery* in a well marked grave. He was 79 years old and had lived in New Hampshire since 1774, except for a brief time in Ohio and Ryegate—only a few years at the most. During the nearly 40 years in Haverhill his early life and thrilling ad-

ventures in Boston were apparently little known. His activity and life here is not what we would expect of a Boston South End leader. However, the fact that Ebenezer Mackintosh spent more than half his life in Haverhill connects this town very directly with the Stamp Act riots and the Boston Tea Party.*

COLONEL CHARLES JOHNSTON

Probably no man had a greater influence extending over a longer period of time in the affairs and welfare of the town of Haverhill, and certainly of that of Haverhill Corner, than did Colonel Charles Johnston.

At 32 years of age, he came to settle at Haverhill Corner in 1769 with his wife and three children and was its leading citizen for 44 years until his death in 1813. Five children were born to the Johnstons after they came to Haverhill. His first child was born in Hampstead in 1764 and was named Michael after the brother of Charles Johnston, who came to Haverhill in 1761 with John Pattie and was drowned going down the Connecticut River the next spring.

As evidence of Charles Johnston's remarkable foresight and business acumen, he purchased a large tract of land, soon after he came to Haverhill, which later became the village of Haverhill.

As evidence of his prominence in local affairs he was elected selectman in 1770, the first year after he settled in the town, and was re-elected twenty-one times to that office by the voters of the town. He served as moderator with rare ability for twenty-four years. He served two terms as town clerk, and was elected town treasurer and county treasurer for many years. He was elected for two terms as member of the Governor's Council. He was the first Judge of Probate from the town of Haverhill in Grafton County and served for twenty-six years from 1781 to 1807 when he reached the seventy-year retirement age. He served as chairman of nearly all important town committees during the forty-four years he lived in Haverhill.

That he was a generous public spirited citizen is shown by his many gifts to the town and the Corner. Among them was land for the beautiful park at the Corner, known today as the Commons, land for the Haverhill Court House and land for the Haverhill Academy. He also gave land for the Court House and Jail which he was able to have moved from North Haverhill where they were first located. Most of this was cleared by his own efforts.

*In 1961 (188 years after the Boston Tea Party 1773) two historical groups in the United States sent a check of \$4,964.55 to a British firm to pay for this tea.

His military reward was not only distinguished but conspicuous for bravery. He served with Colonel Goff in the Old French war, as quartermaster and as lieutenant colonel. In 1755 he and his brother, Robert, served for a time together in a company under Jacob Bayley as lieutenant. Their brother Michael served as a private under Captain John Hazen. This may explain the later activity of Charles and Michael in the town of Haverhill and of their brother, Robert, in the town of Newbury. He was with General John Stark at the battle of Bennington where he took a Hessian officer and his men prisoners. He took a famous sword from the officer and presented it later to his son, Michael Johnston, a captain in the State Militia, on condition that it descend to the oldest male heir.

He later organized and commanded two companies of rangers in Haverhill to provide safety in the Coos region. In 1775 Haverhill voted to procure powder, flint and lead. It was felt Coos Country was in danger of invasion from Canada. Captain John Hazen wrote the provincial congress, "As to our position of defense, we are in difficult circumstances, we are in need of arms and ammunition—we are in imminent danger—and in no capacity for defense."

In July, 1776 committees of safety from all towns in the Connecticut Valley met at Hanover where General Jacob Bayley of Newbury, Colonel Charles Johnston of Haverhill and Colonel Peter Olcott of Norwich were chosen on a committee to protect the frontier.

In 1792 he was a leader in erecting a building on his field next to the present Pierson Hall for an academy. In 1794 the legislature granted a charter for Haverhill Academy and Charles Johnston was one of the four original trustees. He was one of the incorporators of "Coos Turnpike," incorporated by legislature in 1805 and constructed during the two following years.

Among his many civic activities at the Corner, he was the prime maker of "The Social Library," incorporated in 1801, which was doubtless the earliest free library for general use of the public in the town of Haverhill. He served on the committee to secure a preacher and a building for the southern part of Haverhill—Ladd Street Church, in use in 1790. This was the First Congregational Church for the Corner and Charles Johnston was its first deacon, elected April 12, 1792. He was a pew owner at Ladd Street Church. It was moved to Haverhill Corner in 1827, fourteen years after the death of Charles Johnston.

Grant Powers says that Charles Johnston was the only Justice of Peace in Haverhill before 1773 and renewed every five years, the last in 1810. He was frequently called a peacemaker. Being a man of exceptional strength,

he was known to have stopped many fights and settled many arguments out of court by interviewing the parties and persuading them to compromise their differences.

Powers related an anecdote which portrays Colonel Johnston as a most considerate man. It appears that he sold a cow on credit to a poor man. It died later and the man reported the great disaster to Colonel Johnston who had two cows left. After expressing his deep sympathy to the poor man, he excused himself to go and talk with Mrs. Johnston and she said, "You are not going to let one of our cows go, are you?" He listened to her patiently and then said, "Do you not think we can do better with one cow than this poor man can do with his young children without any?" Whereupon he gave one of his two cows to the man who probably never was able to repay him for either one.

Colonel Johnston was an outstanding man in the very early history of Haverhill. He was brave, generous, devout and popular. One evidence of his greatness is still available in the probate office at Woodsville where many papers in his outstanding handwriting as Judge of Probate in 1781 to 1807 may be seen.

His death was lamented in the entire Coos area. His funeral on an intensely cold day was very well attended, including many military officers from towns on both sides of the river in their uniforms who marched in the funeral procession. The funeral sermon was preached by Rev. David Sutherland from the text, "Mark the perfect man and behold the upright, for the end of that man is peace."

COLONEL JOHN HURD

John Hurd holds an important place in the history of Haverhill and of Grafton County. He was born in Boston, December 9, 1727. He was the second of 10 children of Jacob Hurd, a goldsmith by trade and a man of some means and influence. John Hurd graduated from Harvard in 1747 and later received an A.M. degree from Dartmouth in 1773.

After graduating from Harvard he remained in Boston for some years, where he acted as administrator of his father's estate. Later he went to Portsmouth, soon after John Wentworth became governor of the state. Apparently he became very friendly with Governor Wentworth as he was given land in several towns in the Northern part of the state.

Just when John Hurd came to Haverhill is not known. In March, 1769,

he was described in a deed of land in Haverhill as of the town of Haverhill. Rev. Grant Powers tells the cow story about him (see article on Horse Meadow) as an event which took place before 1769. In 1770 the proprietors of Barnet, Vt. engaged John Hurd of Haverhill to build a saw mill and a grist mill for them. This he did and received 100 acres of land including most of what is now Barnet village (Wells History of Newbury, Page 66). Apparently he kept in close touch with the seat of government as he was named receiver-general in 1772 and must have spent much of his time in Portsmouth during this period.

He practiced law in Boston before removing to Portsmouth where he served for some time as secretary to Governor Wentworth. He was a very able man and became one of the most influential of the early settlers in Haverhill. He lived at Horse Meadow.

Soon after Grafton county was incorporated in 1771, a great rivalry developed in various towns in the county to designate one of the towns as county seat for the new county. Several towns sought to become the shire town where the new court would be located. A Haverhill town meeting held May 12, 1772 voted that John Hurd be its agent to procure the establishment of a court here. It also was voted with only one dissenting vote that he be given 1,000 acres of the undivided land in Haverhill if he succeeded in obtaining one-half the inferior courts for Grafton County and one superior court for the county to be held in Haverhill. The official vote granting John Hurd this land is recorded on Page 1, Book 1 of Grafton County Registry of Deeds (by Hurd as first Register of Deeds):

At a legal meeting of the Proprietors of Haverhill May 12th, 1772—4th Voted, That John Hurd, Esqr. be Agent for the propriety of Haverhill to petition the General Assembly of this province that part or all the courts for the County of Grafton be held in Haverhill—5th Voted to give John Hurd, Esq. One Thousand Acres of Land in the Undivided Land in the Township of Haverhill, and that he shall Have Liberty to pitch it in a Square Form in any part of the undivided Land in said Township upon condition that he should succeed, and obtain the half the inferior courts for the County of Grafton and One Superior Court for said County to be held in Haverhill.

A true copy taken by Andrew L. Crocker, Prop. CLK

Grafton, 24th February, 1773

Rec'd on Record and Exam: attest J. Lewis, Rec.

N. B. Said Hurd accepted the Trust of Agency for the Town of Haverhill, petitioned the General Assembly, and obtained to have, half the inferior courts for the County of Grafton, and one superior court for said county, held in Haverhill agreeable to the above votes. J. Hurd

John Hurd was apparently in Portsmouth at the time of the meeting since Asa Porter, Esq., was instructed to send a copy of the vote to Portsmouth by the earliest method. Porter probably carried the vote to Portsmouth personally. At the next town meeting, March 25, 1773, Haverhill voted to pick a site of the court house and jail and to prepare to erect suitable build-

ings. Col. Hurd was successful in his mission, the court was established and Haverhill was made a shire town in 1773.

Apparently the town was ungrateful for the fine success which John Hurd had in Portsmouth as its proprietors refused in 1774 to give him the 1,000 acres. Some felt John Hurd had been well repaid by his appointment as first recorder of deeds in 1773 and later to the office of county treasurer. Then on May 18, 1773 he was named first chief justice of the inferior court for Grafton county. Also, he was soon after commissioned colonel of a regiment of militia for the northern towns. As the war crisis developed in the colony, Governor Wentworth chose the side of the King rather than that of the people. Col. Hurd was no doubt closer to Governor Wentworth than any other man in Grafton county, yet he chose the cause of the colony and not of the King. This decision showed courage and character.

He became a member of the Fourth Provincial Congress which met at Exeter, May 5, 1775—though when and by whom elected does not appear—and was designated to receive certain sums of money from Attorney General Samuel Linermon, money which had been received from foreign vessels entering the port of Piscataqua, and which had been appropriated for the purchase of powder for the colony.

He was elected from the towns of Haverhill, Bath, Lyman, Gunthwaite, Landaff, and Morristown to the Fifth Provincial Congress which met at Exeter, December 21, 1775, in which he took a prominent part. He was one of the committee of 13 appointed December 26 “to draw up a plan of government during the contest with Great Britain,” and to this committee belongs the lasting honor of having framed the first form of civil compact, or constitution, for the government of New Hampshire. Two days later he was appointed first of a committee of six to draft a form of oath or obligation to be taken by members of the new government. He also served on other important committees.

The first article of the temporary constitution adopted by the Congress—and which went into effect January 5, 1776—provided that after the Congress had resolved itself into a house of representatives, that said house proceed to choose twelve persons, “to be a distinct and separate branch of the legislature, by the name of a council, for the colony, to continue as such until the third Wednesday in December next, any seven of whom to be a quorum to do business.”

Colonel Hurd was chosen, for Grafton county, one of the twelve councilors, also recorder of deeds and conveyances, county treasurer and first justice of the Court of Common Pleas for Grafton county. He was appointed June

11, 1776, on the part of the council first on the committee to draft the declaration of the General Assembly for the independence of the united colonies.

He was given almost the entire control of the military operations in Coos. He was to "fix off" all the companies from Coos, except two from the vicinity of Charlestown, with 10 days' provisions, "a quart of rum for each man" and six dozen axes, being sent from Exeter for this purpose. He was to receive of the quartermaster 300 pounds of powder, 750 pounds of bullets and 1,200 flints for the use of troops. There was paid him for the troops destined for Canada the sum of £350, and he was made one of a committee to receive \$10,000 from the Continental Congress.

Haverhill was made the place of rendezvous for the troops intended for a Canadian expedition, and Colonel Hurd with Colonel Morey was to enlist the companies, muster and pay the soldiers, deliver commissions to persons chosen officers by the soldiers, and give orders to the several companies of rangers, raised to protect the western frontiers, as to scouting routes to be taken by them.

Obviously the responsibilities placed on Colonel Hurd by the new government were heavy and burdensome, all the more so because of the existence of a serious disaffection on the part of a large majority of the people of Coos with the Exeter government, and of efforts which were being made to establish a separate and distinct state consisting of the towns in the Connecticut valley on both sides of the river. Haverhill, while loyal to the patriot cause, was in sympathy with this movement, and it is not difficult to see that Colonel Hurd, who was an intense partisan of the Exeter government, fell into disfavor in the town for the interests of which he had labored so ardently. The causes of this will be treated more fully in another chapter.

He returned to his old home in Boston in the latter part of 1778 or early 1779, but he left his impress on the town in which he had held such a prominent position, greater than any other man held in Haverhill in the critical years of 1775, 1776 and 1777 in at least nominal allegiance to the Exeter government. His place in the history of Haverhill and of Grafton county is an honorable as well as important one. He filled important positions of trust with signal ability and discharged with fidelity the obligations imposed on him by his King, his state and his townsmen. His removal from state, county and town was more their loss than his own; and insofar as his removal was enforced, he was the victim of his loyal devotion to the state of New Hampshire, and to the conscientious performance of duty as he saw it.

Subsequent events fully justified his course and proved his foresight, for within five years after his removal from Haverhill, both the leaders of public opinion and the people themselves were brought either willingly or unwillingly

to an acceptance of a situation which he, from the outset, regarded as right and politic, foresaw to be inevitable, and for advocating which he was driven from town and county by force of superior numbers and the persecution of those who should have gratefully recognized his eminently patriotic services.

His last days in Boston were spent as a broker and an insurance agent. Little is known of his personal characteristics except that he was a man of real ability and great force of character, full of energy and of real influence in the early history of this entire region. He was a man of culture and was noted for his beautiful handwriting, specimens of which can be seen in Volume One in the Grafton County Registry of Deeds.

His activity in the provincial congress and also in the famous Dresden convention held in Hanover in 1776 are treated more fully in another article.

Records show his wife, Elizabeth, died in Boston, November 14, 1779, and was buried in the old Granary burying ground. Also, his son, John Hurd, Jr., an officer in the continental army, was buried there August 20, 1784. Colonel Hurd died in Boston in 1809 at the age of 82 and is probably buried beside his wife though no monument marks his grave.

THREE "POWERS"

(Captain Peter, Rev. Peter, & Rev. Grant)

The emigrant ancestor of this influential family was Walter Powers, born in Devonshire, England in 1640. He came to Massachusetts, married and settled in Littleton, Massachusetts where his nine children (seven sons and two daughters) were born.

Daniel P. (son of Walter) was born in 1669. He probably spent his lifetime in Littleton, Massachusetts where his 10 children (seven sons and three daughters) were born. The first born was Peter in 1707 at Littleton, Massachusetts.

Peter Powers married Anna Keyes and they became the first family to settle Hollis, New Hampshire where their 13 children were born. Peter was named captain of the Militia and in June, 1754 was ordered by Governor Wentworth to lead an expedition to the Coos Country. Rev. Grant Powers gives a good description of this in his "History of the Coos Country." It started from Concord (Rumford), came up to Plymouth, followed Baker's River to Wentworth, then crossed over to the Connecticut River, where they camped on a meadow in Piermont, then moved north through Haverhill and continued on to Northumberland. From Concord to Piermont he followed trail marks made by John Stark and others who had made that trip only two months be-

fore. Governor Wentworth, in messages of May 4, 1754 and December 5, 1754, referred to expeditions sent north to determine if the French were building a fort there.

It appears that Captain Peter Powers and his command was the first sizable group of English speaking people ever to visit the present town of Haverhill. Captain Benjamin Wright came as far as Wells River in 1708, 1709, and 1725 but he is believed to have traveled on the west side of the Connecticut river. Nothing further occurred so far as settlement of Haverhill is concerned until Hazen, Bayley and others came here in 1760, after the surrender of Montreal.

The oldest child of Captain Peter Powers born in Hollis, November 28, 1728, was named Peter after his father. He graduated from Harvard in 1754, the same year his father explored the Coos Country. In his Harvard class were John Hancock and John Adams, and in the class below was Governor Wentworth. He was ordained to the Holy Ministry in December, 1756 and preached at Lisbon, Connecticut from 1756 to 1764. He came to Newbury in May, 1764 (Wells pg. 172) and preached in homes on both sides of the river.

After his return to Hollis, New Hampshire he received a call to become pastor of "The Church of Christ at Haverhill and Newbury" on January 27, 1765. He accepted on February 10, and was installed on February 27 at a service in Hollis. He moved his family and goods to Newbury in April 1765 and began his very effective ministry in the two towns which continued until 1781 when he moved to Haverhill where he stayed until 1783. He later went to Deer Isle, Maine where he died in 1800. He had 13 children. The first was named Peter who died in the Continental Army in 1776. His 12th child, born in Newbury in August, 1777, was also named Peter.

Rev. Peter Powers was an able and faithful preacher. He was widely known and respected by the people. He was a tireless worker in every town in the Connecticut River valley from Hanover to Lancaster on both sides of the river, as he was called to make long trips through the wilderness to perform marriages, to bury the dead, and to comfort the sick and sad at heart. His sermons were earnest and devout, and his views very fixed and definite. In fact so many objected to his very liberal views that he moved across the river to Haverhill where he was less criticized. Clearly he was one of the outstanding men in the area during the formative years.

Epitaph on grave stone at Deer Isle, Maine:

Rev. Peter Powers

Born at Dunstable, N. H.* Nov. 28, 1728

Died May 13, 1800, after a successful
ministry of about fifty-five† years.

The Joys of faith triumphant rise,
and wing the goal above the skies

The 10th child of Captain Powers was Sampson Powers, the youngest brother of Rev. Peter Powers. Grant Powers was the son of Sampson, grandson of Captain Peter Powers, and nephew of Rev. Peter Powers.

Grant Powers was born at Hollis, N. H. in 1784 and died at Goshen, Connecticut April 10, 1841. He prepared for college at Phillips Andover Academy, graduated from Dartmouth in 1810—studied for ministry with Rev. Asa Burton, D.D. at Thetford, Vt., was licensed to preach in 1812, and supplied at Cayuga, N. Y. for two years. He was ordained pastor at Haverhill, January 4, 1815 and remained there until April 1829, when he accepted a call to the Congregational Church in Goshen, Connecticut where he remained until his death.

Rev. Grant Powers married Elizabeth Howard of Thetford, Vermont in September, 1817. They had eight children. The first five were born in Haverhill. His ministry was marked with many theological controversies, some of which were unfortunate. He caused several prominent persons to be excommunicated including lawyer George Woodward, after he became a Methodist. George Woodward practiced law in Hanover and was treasurer of Dartmouth College, 1803-1805. He came to Haverhill and became cashier of Coos Bank. He built the house south of the Commons later owned and occupied by Fred W. Page.

Rev. Grant Powers served the Haverhill South Parish faithfully for 14 years. Because of his strong mind and real Christian character he made a real contribution to the church and community. Church records indicate he added 119 members and baptized 35 adults and 156 infants; 12 were excommunicated. He found only 12 members in 1815 and left 93 in 1829, which is some evidence of his devotion and love for his church.

Rev. Grant Powers published a 240-page book entitled, "Historical Sketches of the discovery, settlement and progress of events in the Coos Country between 1754 and 1785." It was copyrighted in March, 1840 in Connecticut where he was then living. It was published in Haverhill by J.F.C. Hayes, who was editor of "The Wing and Aegis" in 1841. This book has

*Dunstable was the earlier name of the town of Hollis.

†Ordained in 1756 and died in 1800, therefore his actual years of ministry were 44.

preserved for all time much valuable information about Haverhill immediately before and after its charter was granted. It may be assumed that much of this would not be known today had not these historical sketches been so preserved.

In the preface he describes how he gathered much of the material from survivors of the early settlers in the Coos Country. In conclusion he made a few suggestions of importance to every family and to every town which are equally valuable today. Perhaps more people have an apathy or indifference toward the history of their locality and of their family today than in the period of which he wrote.

He suggested that every family obtain the best possible record of their ancestry and every child make a copy with additions to complete that record. Also he recommended that every town have a historian who would collect facts from the aged and record that information with the Town Clerk.

Preservation of such records should be given serious consideration today, which is one reason for the Haverhill Bicentennial of 1963.

The Powers influence in this region was of long duration and of vital importance to its exploration, settlement and development. Captain Peter Powers explored, Rev. Peter Powers settled and brought the gospel, and Rev. Grant Powers developed and recorded. Thus from 1754 to 1841 there was a "Powers" influence in Haverhill. In fact down to the present the "Historical Sketches" have influenced our thinking.

The sixth child of Rev. Peter Powers was Samuel P. whose daughter, Anna, married one John H. Carbee (1791-1877) and one of their 10 children was Milo Carbee (1831-1904) who had a daughter, Annie, 1869, who became the second wife of Walter Burbeck on February 12, 1919.

Another child of John H. Carbee and Anna Powers Carbee was Dr. Samuel Powers Carbee whose widow was N. Della Carbee.

Another son of John and Anna P. Carbee was Henry C. Carbee, 1829, a life-long resident of Bath, on the farm where his father, John Carbee, had also lived on the Monroe road. Henry C. Carbee had six children of whom Jennie Carbee Franklin and Ellen Carbee Flanders survived him.

Many present residents of Haverhill, including the author of this article, knew Annie Carbee Burbeck, N. Della Carbee, Henry C. Carbee, Jennie Carbee Franklin and Ellen Carbee Flanders as their contemporaries.

HAVERHILL-PIERMONT BOUNDARY DISPUTE

The southern boundary of the town of Haverhill as described in the charter was an unbroken straight line running in a southeasterly direction nearly parallel with the north line. A map of the town today has a jog over two lots in width about one-half the distance from west to east on the south side. This irregularity in the southern boundary of the town resulted from the settlement of a 16-year controversy between the towns of Haverhill and Piermont.

To explain this dispute it is necessary to begin in 1760 when New Hampshire ordered a survey of the Connecticut River from Charlestown, N. H. (then known as No. 4) up the river, marking a tree or setting a boundary every six miles in a straight line on each side of the river to establish town lines. This survey was made in March, 1760 on the ice and ended at the mouth of the Ammonoosuc River, which point later became the northwest corner of Haverhill.

One Thomas Blanchard made this survey and established the northerly boundary of the eighth pair of towns, now Piermont, N. H. and Bradford, Vt., at a point about one rod south of the present location of the bridge over the Connecticut River at South Newbury. This is known as Bedel's bridge. This made the west boundary of Haverhill *about seven miles* in a straight line, as stated in the charters of both Haverhill and Newbury.

On May 18, 1763 the charter of Haverhill was granted by Governor Benning Wentworth. That year two surveyors named Willard and Whiting were engaged to survey the boundaries of Haverhill and also of Newbury, Vt. They disregarded the boundary established by Blanchard in 1760 (near Bedel's Bridge built in 1796) and set the southern boundary of both Haverhill and Newbury a mile and sixty-eight rods farther south in unsettled and ungranted land. The Piermont charter was granted in 1764.

An explanation, without supporting evidence, of this difference between the survey of 1760 and in 1763 is of interest. When Governor Wentworth promised charters of Haverhill and Newbury to John Hazen and Jacob Bayley and their friends it was as a reward for their outstanding services in the Colonial Wars. Also they had begun the settlement before the date of the charters. When Governor Wentworth was ready to issue these charters he added twenty names to the list of sixty prepared by Hazen and Bayley. This meant a division of the land between eighty instead of sixty.

It was resisted by Hazen and Bayley, who claimed they had been to great expense exploring the town, cutting roads, and actually beginning the settlement. But the Governor insisted on adding his twenty friends to the list and is reported to have told Hazen and Bayley they could take enough land to make up for the twenty additional shares from the ungranted lands at the south.

While this explains why the strip a mile and sixty-eight rods wide was taken by Hazen and Bayley, the grantees of Piermont and Bradford would not admit its validity.

During the next six years, 1763-1769, settlement began on some lots in the disputed area. At a meeting of lot owners March 30, 1769 a committee reported on running out the boundary line between Haverhill and Piermont and told of the serious dispute which had arisen with Piermont Proprietors.

Colonel James Bayley was appointed to interview the Governor and Council and to petition them to settle and determine the bounds between the towns of Haverhill and Piermont. Three others were chosen including John Hazen to instruct Colonel Bayley "as they shall think proper in this matter."

The controversy was long and expensive. Suits of ejectment were brought against settlers in the disputed area by the town of Piermont. The town of Haverhill voted to aid the distressed occupants of the disputed territory by defending them in court actions brought by the Proprietors of Piermont. The question of submitting this boundary dispute to referees was proposed at proprietors' meetings and promptly voted down. Suits in court continued to arise.

After four years a committee was appointed with full powers to act with a committee from Piermont to settle the disputed boundary "either by themselves or by leaving it out to men." Little progress apparently resulted from this action since at a meeting in 1779 a committee of five was appointed to meet with others from Piermont at Colonel Webster's in Plymouth "to come into some agreement to settle the boundary line between Haverhill and Piermont." Apparently nothing was accomplished at the Plymouth conference as another committee was chosen in 1781 and a final settlement actually reached on September 18, 1781.

The agreement was accepted by a proprietors' meeting October 11, 1781. The conditions of the agreement are: "All the meadow-lots, all the house lots, and all the first division of 100 acre lots as laid out and bounded by the said Proprietors of Haverhill, shall be and remain unto the said township and Proprietors of Haverhill, and that all suits at law already commenced relative to the premises, and now pending, shall cease and be no further prosecuted than

is necessary to carry this argument into execution." The eastern line of the 100 acre lots is near the Union school house on Porter Hill.

When this boundary dispute was settled many people felt that the most valuable part had been gained by Haverhill due to the wide interval near the river of valuable land. It later developed, however, that the whetstone ledges in the disputed territory given to Piermont produced far greater dividends than the rich meadows.

Another difficulty was solved by giving lot owners in the town of Haverhill other lands to replace and reimburse them for lands lost in this settlement. The final division of the lots to carry out this program was not completed by the town of Haverhill until 1808.

Editor's Note: See map on Page 34.

JAMES WOODWARD

Among the young men whom John Hazen persuaded to become an early settler in the town of Haverhill was one James Woodward who is reported to have arrived in 1763, the year the charter was granted. He was the sixth child of Jacob Woodward, who had moved from Gloucester, Massachusetts to Haverhill, Massachusetts, in 1734. James Woodward was born in Haverhill, Mass. on March 27, 1741. In 1749 the Massachusetts boundary line was relocated and the Woodwards were in that part which became a part of Hampstead, New Hampshire.

It was from Hampstead, New Hampshire that James Woodward came to Haverhill at the age of 22. He purchased a 100 acre lot on the meadow west of Ladd Street, which was a part of the right of William Page. He built his first house of logs on the river bank, and lived there alone for three years. During this time he was very busy clearing his land and looking for a life mate to share the home with him.

In those early days desirable young women were not numerous in this locality. However, one Ezekiel Ladd moved into town a year after James Woodward arrived and brought with him a young Miss Hannah Clark, 15 years old. She attracted the attention of James Woodward who was courting her when the Ladd family forbid him to call there any more.

True love was not to be so easily thwarted. From the Grant Powers History we are told that Hannah planned a secret rendezvous with her lover at his house one afternoon. She took a walk with a friend down a path toward the river. At Woodward's house a clergyman, Rev. Peter Powers, from Newbury, and other friends of the happy lovers were awaiting her arrival.

A marriage ceremony was immediately performed. Grant Powers says it was the first in this town. The date was December 30, 1766. Whitcher says that one John Page was married twelve days earlier. At least it was one of the first such ceremonies in Haverhill's history.

The story goes that Hannah returned at once after the ceremony to her work in the Ladd household. For some time it was kept a secret between the contracting parties. When the news got out, Mrs. Ladd told Hannah she might go to live with her husband in his little log house on the river bank. They lived by the river until the flood of 1771 drove them to higher ground. His second house was built on Ladd Street, where he lived until 1821, when he died in his 80th year.

To this happy union were born twelve children. Hannah died October 21, 1805, at the age of 56. Judge James Woodward remarried in 1808 to Elizabeth Poole, who survived him. They had no children.

James Woodward became an outstanding citizen of the town and county. He was elected the first representative from Haverhill to the legislature in 1783. After the war he was appointed judge of the Court of Common Pleas, which office he held for many years. He also served five terms as selectman of the town: 1769-1777, 1781-1782, and 1783. It can be said that Judge James Woodward was a man of fine character and great influence in the locality. He was highly respected by all with whom he associated.

It is of particular interest to record here that the seventh son of Judge James Woodward was Jesse, and his eldest child was Joshua B. F. Woodward, both of whom continued to live in the James Woodward homestead on Ladd Street.

The third child of Joshua B. F. Woodward was also born in the Judge James Woodward homestead on Ladd Street. She was Mary Grace Woodward, born October 29, 1856. This great-granddaughter of Judge James Woodward became a teacher in Haverhill Academy in 1880, where she remained several years. She later taught in Bradford Academy. She is the author of the "Autobiography of a Bell," referred to in the "Ladd Street Bell" story.

During the twelve years of teaching in Haverhill Academy and Bradford Academy, Miss Woodward established an enviable reputation, both as an instructor and a disciplinarian. Circumstances over which she had no control obliged her to answer a call to her sister's home at once.

She resigned her teaching position and assumed the care of her sister's home in West Newton, Mass. At the time of her sister's death, and by her dying request, Miss Grace Woodward assumed, with the consent and co-operation of the bereaved husband, the joint upbringing of her sister's young daughter, Josephine Wilson.

This work has been faithfully carried out for nearly sixty years, years filled with adventures, hard work, travel in the United States and abroad, mingled with attractive dwelling places in Montana, Oregon, Florida, and New Hampshire, until she and her niece, have finally settled down in the congenial quiet and beautiful Maine town of Kennebunk, in an attractive home of their own, where we now can find these much traveled, and somewhat wearied ladies.*

A letter from this charming lady, who is one of the few direct descendants of the earliest settlers still having the family name, was written to the author on her 93rd birthday. I quote from her letter: "Here, on my ninety-third birthday, I can continue, maybe, to live out the balance of my days with the same quiet activity that I now possess—alert, and forward-looking for whatever awaits me. I do not perhaps need to add that Haverhill, N. H. has been and always will be the dearest spot on earth to me. There I was born and there I will sleep along with my ancestors in the lofty cemetery on the hill overlooking the beautiful Connecticut Valley. There sleep James Woodward; his romantic little wife, Hannah; their son, Jesse, and his wife, Mary; J. B. F. Woodward and his wife, Susan. There still remains a place for myself and niece."

Her closing remark shows her loyalty to this town, a sentiment which it is hoped these articles will instill in many others: "I am proud of Haverhill."

*Grace Woodward died in her 99th year and was buried in Ladd Street Cemetery.

DARTMOUTH AT HAVERHILL

An interesting bit of early history of Haverhill has to do with its very serious consideration as a suitable location for Dartmouth College.

Rev. Eleazer Wheelock for several years had maintained an Indian Charity School at Lebanon, Connecticut. When considering enlargement of his school to become an academy or a college, the attention of Dr. Wheelock was directed to the Coos Country in New Hampshire as early as 1767.

Among several letters known to have been sent from Connecticut Valley towns to Wheelock was one in January, 1768 written by Rev. Peter Powers, recommending this region as the best in the Connecticut Valley. A quotation from this letter indicates that he held little hope of helping the Indians of the locality. He wrote, "The Indians who came here are a miserable, abandoned, drunken, frenchified, popish crew, so effectually prejudiced against religion that there seems little hope of doing them any good, though perhaps some of their posterity may be reclaimed; but the school may be of advantage to about a hundred new townships in this part of the country."

That summer Wheelock sent Rev. Ebenezer Cleveland to investigate and report on desirable locations for a college in New Hampshire. In his report Cleveland said, "Several places were more especially set up, namely, Haverhill, Piermont, Orford, Lebanon, Plainfield, Claremont, Charlestown and Walpole, those in which it appeared the greatest donations would centre. . . . Large subscriptions have been made and are still making which centre in particular towns, the principal of which were Haverhill and Orford. Their situation is very pleasant, and their soil very fertile—their lands so much improved and so fertile that there is already a sufficient supply of provisions for the school. At Haverhill is a farm of about 600 acres of excellent land, about 150 of which are under good improvements—all within two bows of the river, which is a sufficient outside fence; and it is otherwise suitably divided and secured by good fences, has on it a large and well finished barn on one bow and also a good cornbarn on the other bow; also a good grist mill and saw mill, and something for a house. It is beautifully situated in the centre of the town and other lands may be had to accommodate it here, 5,600 acres are already subscribed for that end."

On April 3, 1769 Lord Dartmouth, a financial backer of Wheelock, wrote from London, "We are unanimously of the opinion that the most advantageous situation for carrying on the great purposes of your school will be in one of

the townships belonging to the district of Cowass in the government of New Hampshire, agreeably to the proposal of Governor Wentworth and the gentlemen who have generously expressed their intention of contributing to that design; but whether Haverhill or Orford may be the most eligible for this purpose, we must leave to your judgment to determine. According to the best information we can procure of the state of those towns, we think you may give the preference to the former, especially if the farm which you mention as very convenient for an immediate supply of provisions can be procured upon reasonable terms.”

On December 30, 1769 a charter was granted for a college. Governor Wentworth wrote Wheelock on January 29, 1770: “Upon the whole I consent to Bath, Landaff or Haverhill, the college to have at least one hundred acres adjoining, and to stand not less than a mile from the river.” Col. Israel Morey of Orford wrote Dr. Wheelock that his judgment favored the selection of Haverhill.

On the very next day and certainly before a letter from New Hampshire could have reached Connecticut, Wheelock wrote, “three towns are bidding for it, Haverhill, Orford and Hanover.” This is the first mention of Hanover in any official correspondence but in September, 1769, Dr. Edward Freeman of Mansfield, Conn., in writing to his son, Jonathan, who had settled in Hanover said, concerning the location of the college, “I have heard transiently that Dr. Wheelock thinks likely in Hanover, or in Orford, or in another town. I know not the name. The doctor, as I hear, says Hanover is settled with the most serious, steady inhabitants.” Hanover and Lebanon, so far as they had been settled at all, had been settled from Connecticut, a fact not without significance.

Also on January 30, 1770 Col. Alexander Phelps, son-in-law of Dr. Wheelock and his agent in securing the New Hampshire charter, left Portsmouth for Coos expecting to meet Wheelock there. He spent February and part of March in Coos. After a thorough examination of the offers made, he selected Haverhill and made contracts for the purchase of materials and the erection of the buildings. The site determined upon as shown by a plan preserved in Chase’s History of Dartmouth College, was just above the village of North Haverhill opposite the Great Ox-bow, on the plain which was then the principal settlement of the town, and a part of which was later taken as a site for the Grafton County buildings. No more beautiful location could be imagined.

The following is a quotation from Chase’s History of Dartmouth College, pages 130-131: “Deeds of neighboring lands, partly given and partly purchased, on both sides of the river, including some of the best of the Great

Meadow were executed (some to the College and some to Wheelock) and deposited in the hands of Colonel Bailey, Colonel Porter and Mr. Coleman, awaiting Wheelock's acceptance. Of five thousand acres lying in Haverhill, Newbury and Bath, the subscriptions are preserved, running four-fifths to the college and one-fifth to Wheelock. Besides outlying lands, there were given 180 acres on and near the Great Ox-bow, and 165 acres of adjoining high Lands for business purposes. The plan exhibits but a part of it. There was a barn 45 feet by 30 completely finished and a small house 16x16, finished on the outside. There were also subscriptions for money, materials and labor (even down to the 'macking two pear of lethern briches') for which notes were to be given by June 1st, payable by October 1st with interest; and contracts were made for other materials and buildings."

In the warrant for a meeting of the Haverhill proprietors to be held April 6, 1770, there was an article: "to see if the proprietors would give anything to Dartmouth College, Dr. Wheelock, or Colonel Phelps, or either of them, as an 'incouragement' for said college being fixed in said township." The proprietors made generous response. They "voted to give to Rev. 'Elitzer' Wheelock, D.D., fifty acres of land in Haverhill lying on Capt. John Hazen's Mill Brook (Poole Brook) where there is a convenient waterfall for a mill and to be laid out in a convenient form for a mill, provided Dartmouth College should be located in Haverhill." These fifty acres would be near, if not indeed adjoining, the site selected by Colonel Phelps for the college, and were of the greatest possible value, in connection with the saw mill privilege, to aid in the erection of buildings.

Apparently Col. Phelps thought he had authority from Wheelock to select the location of the college. However, Wheelock visited the region in May and early June, 1770 and from Plymouth wrote his wife on June 25, "Tomorrow I meet the gentlemen and hope to convince them that what they propose is impractical." His mind must have been made up to locate at Hanover by that time. The choice was soon made and Wheelock is reported as living "in his hut in the wilderness" in Hanover probably before Haverhill learned that they had lost a college.

The only remaining thought on the subject is, "It might have been—Dartmouth at Haverhill instead of at Hanover and it almost was! !"

Another little known historical fact concerning Dartmouth and Haverhill is that the famous and important Dartmouth College case had its first hearing in the Haverhill Court House in May, 1817. Jerimiah Smith appeared as lawyer for the college. Daniel Webster came into the case later and won it in the U. S. Supreme Court.

THE COUNTY SEAT

A clipping from the Massachusetts Gazette of January 20, 1774 gives the following information about the appointment of the first judge of probate, the first register of probate, the first jail and the first court room.

A Court of Wills and Probate for County of Grafton, in New Hampshire is to be held at Plymouth on the 24th Instant, and at Haverhill on the 25th of April next; of which Court the Hon. John Fenton, esq.; appt'd. Judge, and Jonathan Mitchel Sewall, Esq.; late of Salem, Register.

In the above mentioned Town of Haverhill was raised, about 7 Weeks since, a Frame for a County-House of the Dimensions of 48 Feet by 38; the heaviest and stoutest timber'd Building perhaps in New-Hampshire. The lower part of the House being a story of 9 Feet, is designed, one half for a Prison, and the other half for the Prison-Keeper's Dwelling. The second story, 14 feet in height, and which will admit of a Room of 36 Feet square, with two Lobbies, to be appropriated for the Use of the Courts of Justice.

It is worthy Remark, that this growing Township of Haverhill has been chartered but little more than ten Years; that 12 or 13 Years past there was not in the whole County one single Family, which is now computed to contain near 600 Families; and that the principal Increase has been under the Auspices, and by the Encouragement of his Excellency the present Governor Wentworth.

It is almost unbelievable that in nearly 200 years since the creation of the town of Haverhill as shire town of Grafton County, that no one has prepared a complete list of the people who have been appointed or elected to the county offices of register of probate, judge of probate and register of deeds. With the assistance of the present register of probate, Anna D. Proctor, a list of judges and registers of probate has been prepared, which is believed to be complete from 1774 to 1962, also a list of the registers of deeds has been prepared with the assistance of Charles Wood, the present register.

It is of special interest to note that Colonel John Hurd was appointed in 1773 as first recorder of deeds for Grafton County. The first instrument to be recorded in Volume 1, Page 1 of the Grafton County Registry of Deeds is a record of the early meeting of the proprietors of the town of Haverhill which voted to give John Hurd, Esquire, 1,000 acres of the undivided land in the town of Haverhill, should he succeed in obtaining Haverhill a shire town and county seat for Grafton County. This he accomplished but the proprietors later refused to make good under the vote above mentioned. (For further details see article "John Hurd.")

A complete list of all judges of probate, 1773 to date, follows:

JUDGES OF PROBATE

1773-1779 John Fenton—first Judge of Probate.

- 1779–1781 Isreal Morey—Proved Wheelock Will—#1 in Book of Wills.
 1781–1807 Charles Johnston (Haverhill)—retired at age limit (26 years).
 Beautiful penman.
 1807–1811 Jesse Johnson—6/13/7 to 6/18/11.
 1811–1822 Edward Evans.
 1822–1824 Arthur Livermore.
 1824–1831 Phineas Walker.
 1831–1832 Samuel Cartland—president of Senate 1831—Appointed judge
 of probate 1831—Resigned 1832 to run for Congress. Was de-
 feated—Heartbroken, moved to Maine—Died 1840—Age 43.
 1832–1841 Edward Webber of Rumney.
 1841–1849 Walter Blair.
 1849–1856 Eleazer Martin.
 1856–1861 Nathaniel S. Berry—Was elected governor and had to resign as
 judge of probate.
 1861–1871 Nathaniel W. Westgate—Haverhill—Reached the age limit. (10
 years).
 1871–1874 David R. Lang.
 1874–1876 Samuel K. Mason.
 1876–1890 Frederick Chase.
 1890–1913 Tyler Westgate—Haverhill—Reached the age limit (23 years).
 Salary \$700.00 in 1893—2/20/90 to 12/2/13.
 1913–1934 Harry Bingham—Littleton—Reached the age limit (21 years).
 Salary \$1800.00 in 1933.
 1934–1958 Henry A. Dodge—Littleton—Reached the age limit (24 years).
 1958— — Robert Jones—Lebanon—2/3/58—Salary \$3500.00.

A complete list of all Registers of Probate, 1773 to date, follows:

REGISTERS OF PROBATE

- 1773–1774 Jonathan M. Sewall—Whitcher (pg. 274) says that Jonathan
 M. Sewall of Portsmouth was appointed register of probate for
 Grafton County in early 1774, but was succeeded the same year
 by Moses Dow. Apparently he also served in 1773 as he and
 Judge Fenton signed the recording of Eleazer Wheelock's will
 which was the first to be recorded in Book 1, Page 1 of the Pro-
 bate Records for Grafton County.
 1774–1807 Moses Dow—Perhaps the first lawyer to settle in this town—
 Held office for 33 years—President of Senate 1791-1792.
 1807–1839 Moses Dow, Jr.—Studied law with his father—Admitted to Bar
 1800—Succeeded his father as register of probate in 1807—Held
 office for 32 years. Second Postmaster at Haverhill, 1803–1830.

- 1839–1842 David H. Collins—Made first index.
- 1842–1852 Samuel Swasey—Speaker of the House, 1842–1843.
- 1852–1856 Nathan B. Felton—Lawyer.
- 1856–1861 Nathaniel W. Westgate (R)—Practiced law in Enfield—Elected register of probate in 1856 and moved to Haverhill. Elected judge of probate in 1861.
- 1861–1871 Luther C. Morse—Succeeded Nathaniel Westgate, with whom he studied law, as register of probate July, 1861. Served until April, 1871.
- 1871–1874 Tyler Westgate (R)—Son of Nathaniel W. Westgate.
- 1874–1876 Samuel T. Page (D).
- 1876–1881 Tyler Westgate (R).
- 1881–1885 Samuel T. Page (D).
- 1885–1889 William F. Westgate (R)—Son of Nathaniel W. Westgate.
- 1889–1890 Tyler Westgate (R)—Appointed judge of probate 1890.
- 1890–1891 William Westgate (R)—Salary \$800.00 (1890).
- 1891–1893 Stephen H. Cummings (D).
- 1893–1936 Russell T. Bartlett (R)—Died April 1936—Held office 43 years—Longest term on record.
- 1936–1937 C. E. Dixon (R)—Appointed Commissioner July, 1936.
- 1937–1942 C. E. Dixon (R).
- 1942–1943 L. Castello (R)—July 1942–April 1, 1943, Commissioner.
April 1
- 1943– — Anna D. Proctor (R)—Worked in office 19 years before elected register of probate—Last to take office April 1—County officers now take office on January 1. Present salary, \$3,100.00.

A complete list of all registers of deeds, 1773 to date, follows:

REGISTERS OF DEEDS

- 1773–1779 John Hurd to Sam Emerson, Bk 3, Pg 342—3/18/79.
- 1779–1786 Sam Emerson to Beza Woodward, Bk 9, Pg 459—6/7/86. See also Bk 8, Pg 378—6/8/86 (Admr & Qtcl).
- 1786–1788 Beza Woodward to G. W. Livermore, Bk 12, Pg 44—6/5/88.
- 1788–1790 G. W. Livermore to Beza Woodward, Bk 13, Pg 317—9/10/90.
- 1790–1792 Beza Woodward to John Rogers, Bk 16, Pg 291—9/8/92.
- 1792–1794 John Rogers to Sam Brooks, Bk 19, Pg 269—10/1/94.
- 1794–1796 Sam Brooks to John Rogers, Bk 22, Pg 466—6/17/96.
- 1796–1798 John Rogers to Sam Brooks, Bk 25, Pg 405—7/8/98.
- 1798–1800 Sam Brooks to John Rogers, Bk 31, Pg 47—9/5/00.
- 1800–1802 John Rogers to Sam Brooks, Bk 35, Pg 41—9/20/02.

1802–1812 Sam Brooks to Ephraim Kingsbury, Bk 56, Pg 301—9/3/12.
 1812–1827 Ephraim Kingsbury to John Page, Bk 104, Pg 411—10/10/27.
 1827–1835 John Page to Nathaniel Rix, Bk 135, Pg 118—5/9/35.
 1835–1838 Nathaniel Rix to John McClary, Bk 149, Pg 200—5/8/38.
 1838–1841 John McClary to Benj. A. Dow, Jr., Bk 172, Pg 239—5/10/43.
 1841–1846 Benj. A. Dow, Jr., to John McClary, Bk 188, Pg 298—10/1/46.
 1846–1847 John McClary to Benj. A. Dow, Jr., Bk 192, Pg 327—5/14/47.
 1847–1851 Luke Aiken to Silvester Reding, Bk 211, Pg 415—4/12/51.
 1851–1855 Silvester Reding to Augustus Whitney, Bk 235, Pg 128—
 4/12/55.
 1855–1860 Augustus Whitney to H. B. Savage, Bk 260, Pg 327—June 1860.
 1860–1863 H. B. Savage to Q. M. Webb, Bk 274, Pg 217.
 1863–1864 Q. M. Webb to S. W. Wright, Bk 281, Pg 25—1864.
 1864–1867 S. W. Wright to Chas. B. Griswold, Bk 297, Pg 473—1867 (?).
 1867–1871 Chas. B. Griswold to Cummings, Bk 319, Pg 45.
 1871–1873 S. H. Cummings to Cheney, Bk 332, Pg 500.
 1873–1877 Nathan W. Cheney to Day, Bk 346.
 1877–1881 C. H. Day to Clark, Bk 367, Pg 363.
 1881–1885 Henry N. Clark to Cobb, Bk 380, Pg 427.
 1885–1889 W. A. Cobb to Richardson, Bk 400—7/1/89.
 1889–1894 Myron A. Richardson to Smith, Bk 418—4/1/94.
 1894–1895 W. F. Smith to Kendall, Bk 422, 4/1/95.
 1895–1903 Geo. Kendall to Lang, Bk 460.
 1903–1905 David R. Lang.
 1905–1909 Charles A. Farr to W. J. R., Bk 492, 3/31/09.
 1909–1937 Wm. J. Randolph, 4/1/09.
 1937–1959 Fred Shores, 4/1/37.
 1959— Charles A. Wood, 1/1/59.

EARLY CONNECTICUT RIVER NAVIGATION

When the big new dam was recently completed across the Connecticut River from Wilder, Vermont to the town of Lebanon, New Hampshire, it made a thirty-five mile lake reaching upstream to the lower part of the town of Haverhill. It seems appropriate today to review briefly the tremendous use made of the Connecticut River during the early days of the settlement of this region, and the very important part it played in the development of the towns of Haverhill, N. H. and Newbury, Ryegate, and Barnet, Vt.

It is almost impossible to think realistically of this great river in its natural state as it was nearly two and one-half centuries ago (1704) when Rev. John Williams was captured at Deerfield, Mass. and brought up the Connecticut River by his Indian captors; or in 1709 when Thomas Baker was brought up through here to Canada as a captive, and a year later again came up the river to what later became Haverhill with a company of thirty-four men looking for some of the unfriendly Indians; or in 1725 when Captain Benjamin Wright brought his scouting party of sixty men up the river to the mouth of the Wells River where he hid the canoes and some provisions and marched overland to Lake Champlain by way of the Wells River and the Onion (now Winooski) River. (See Journal of Captain Wright in History of Ryegate by Miller and Wells, pg. 3.)

There were no dams, either for power development or for flood control, in those days. There were no canals around rapids and waterfalls. There were many more trees along the bank and only a rare cleared spot in view. Few human beings except Indians were in the valley north of the Massachusetts boundary. These Indians were not hostile but seemed to be subjects for infiltration by those from the north, who made many raids in the valley going as far south as Deerfield, Mass., and usually took some captives up through this valley and on into the area that is now Canada.

Also it is believed Indians often came here from the north and from Lake Champlain to fish for salmon in the Connecticut River. These fish are known to have run in the spring from Long Island Sound to the mouth of the Wells River where many were caught annually. It is probable that salmon would still be using this river for spawning had proper fish ways been built so they could get around the big dams as they were built on the river.

It is reported in the *History of Haverhill* by Bittinger that Connecticut means the Long-Deer-Place, or river, and the Indian spelling or pronunciation of the word was "Quinne-Attuck-Auke." From this Indian expression we get

the word, Connecticut. It is believed that the word "long" in the Indian name refers to the extended territory in which the deer were found. Indians came from distant points to hunt in the Connecticut Valley, and particularly in the Cohos country where deer was taken for the food furnished, bears for their skins and food, and moose for food. It is known that as late as 1769 moose yarded on the meadows now known as the Ox-bow, both in the towns of Haverhill and Newbury.

The early settlers poled crude boats and rafts up the river for settlement in all the river towns including Haverhill. In 1802 a raft brought the Ladd Street Bell all the way from Hartford, Conn. to the mouth of the Oliverian in Haverhill (see story on this subject). Men were making a business of transporting men and material up and down the river as early as 1785.

Before the railroad came to Wells River in 1848, boats of various description had been used on the Connecticut River to convey early settlers and merchandise to this region. The federal census of 1840 shows 27 men from this area employed on the river. Between 1809 and 1816 the records of a storage warehouse at Wells River show a great variety of goods received there. One-third of storage charges were for liquors. Freight down the river was chiefly lumber and hides.

In 1829 the following canals existed to aid transportation on the Connecticut River around falls and rapids: South Hadley in 1795 had a canal two and one-half miles long with eight locks; Turner's Falls, three miles long, ten locks; Enfield, six miles; Bellows Falls, a short one with eight locks. There was also a short one at White River Junction. It took twenty-five days to go from Wells River to Hartford and return, a trip easily made today by auto in a half a day.

Merchants at Haverhill Corner did not favor the development of navigation on the river as it competed with the Coos Turnpike, largely built with Haverhill money in 1806. This road started with Court Street in Haverhill and passed between the Tarleton Lakes in Piermont to Warren.

Because river transportation was very slow, many efforts were made to build and operate steamboats on the river. In 1826 *The Barnet* was built in New York for this service. It never got above Bellows Falls. The same year the Connecticut River Navigation Company was organized with Moses Payson of Bath as president. In 1830 a small steamboat called the *John Ledyard* came up the river from Hartford to Wells River through the various locks. It was grounded just above the mouth of the Ammonoosuc. It went down the river and never returned.

The next year, 1831, the Connecticut River Valley Steamboat Company

was organized to build several boats and put them in operation on the river. Five such boats were actually put on the river that year. One of them, the *Adam Duncan* was built at the mouth of the Wells River at a cost of \$4700.00. It was sixty feet long, twelve feet wide and drew only twenty-two inches of water. Its cabin was ten feet by twenty-four feet. Its captain was Horace Duncan. After a successful trial trip, it went from Wells River to Hanover on an excursion on July 4, 1831. A pipe burst allowing steam and hot water to escape. None of the passengers was injured seriously except a Dr. Dean of Bath who jumped into the river and was drowned. This was the first and last trip of the *Adam Duncan*.

This steamboat company failed in 1832. However, there were still many who felt that transportation on the river would sometime prosper, based on a report made to the company earlier stating that river boats had an average speed of about four miles per hour and the assumption that railroads, if and when they were built, would "probably never go more than six to eight miles per hour on the average." This never was carried out and before 1848, when the railroad actually came up the valley to Wells River, all shipping by the waterway had come to an end here.

Other uses of this river have been for floating log drives down the valley. Many people today can remember seeing the river filled with logs, and rivermen following along to clean up those logs lodged along the bank. Also they can recall the camps these log drivers used to have where real old bean-hole baked beans were offered to visitors as a most tasty delicacy.

The recent tendency has been away from all such uses for navigation and transportation, and toward a complete harnessing of the water for development of electric power, which appears to be far more important than any of the earlier uses. This new use not only benefits the Connecticut valley, but is carried by transmission lines to benefit business as far away as Boston.

Today with our heavy oil-burning super diesels hauling one hundred car trains at sixty miles per hour, with our airplane transports, our automobiles, and the big motor trucks going over our modern highways, it is impossible to understand the point of view of those hardy pioneers of over one hundred fifty years ago who were thrilled with the crude boats going up and down the river, and the cumbersome ferries which carried passengers and freight across the river before the earliest bridges were built.

What more convincing proof and example is there of the progress which has been made not only in the Connecticut valley but throughout the length and breadth of our entire country during the past two centuries.

HAVERHILL DURING THE AMERICAN REVOLUTION

Nothing demonstrates the outstanding patriotism of the early settlers more completely than the record of Haverhill's citizens in the war for independence. With a total population in October, 1775, of only 365 heads, of which 97 males were under 16 and 169 were females, this town had 119 men in the service of its country and many had two or three terms of service.

This is a record of which this town can be justly proud and it is perhaps the best record of any New Hampshire town in proportion to total population. Of course during the war years, some new males came to Haverhill and some of those under 16 in October, 1775, came to be 16 or 17 years old. Also it is not unlikely that some rugged boys under 16 got into the service.

The fear of attack from the north by the British made the holding of this region very important. Early settlers of the Coos region, certainly those who settled in Haverhill, were outstanding, courageous and intelligent. They resented the fact that the towns of the northern area were not represented in the provincial government at Exeter. They were never represented in the royal government of New Hampshire, although chartered by it. Some towns to the south, including Plymouth, Orford and Lyme, elected a representative but the legislature refused to seat them because they came from newly settled towns not yet recognized by the legislature. So it appears these northern new towns took little notice of the laws which were passed by the Exeter government and requests for aid were not heeded. It can also be said that requests of Haverhill for help in defending against any attack from the north were not granted.

Because of the coolness between Exeter and northern country towns, committees from eight towns met at Haverhill May 2, 1775 and signed a pledge and declaration extremely critical of the British.

The Haverhill signers were Charles Johnston, Timothy Barron, Simeon Goodwin and James Bayley. Other action taken by the group was to organize a regiment from these towns and to pick a group to scout in Canada and elsewhere. Regimental officers were appointed. Colonel Timothy Bedel, Lt. Colonel Charles Johnston, 1st Major Jonathan Childs, 2nd Major James Bayley and others. Company officers were to be appointed by the towns.

A report of the action taken, with added statements about the imminent danger to the Coos region of an invasion from the north, was sent to the 4th Provincial Congress at Exeter. It must have come as a surprise to Coos folks that the congress voted June 3, 1775, to authorize a company of 60 men to be raised in that area and further that two companies be stationed on this fron-

tier. Timothy Bedel was appointed by the Commission of Safety to command these troupes. On July 7 he received a commission as captain from the province, although a month earlier the local towns had made him a colonel. He previously had served with Bayley, Hazen and Kent as 2nd lieutenant at the siege of Montreal in the fall of 1760 and returned with them through this area, at which time he was but 20 years old.

After mustering his company at Haverhill, and a short period for training, Bedel was made a full colonel and ordered to join the army of General Schuyler.

This army invaded St. Johns, Canada, which fell in November (1775). But Haverhill had furnished men for defense, and the government had used them for aggression. Neither the Exeter government nor the Continental government gave them supplies or paid the men. This added to the feeling against the Exeter government.

During the war a committee of safety was maintained in all the towns, made up of the outstanding citizens. They enlisted troops and sent out supplies. They made what defense was possible against invasion from the north. In Haverhill four stockades were erected in 1776. Two were on the Plain (now North Haverhill), one on Ladd Street, and the other at the Corner around Colonel Johnston's homestead.

There was a shortage of arms and ammunition. Exeter supplied little. The town paid for powder, lead, firearms and expenses of scouting parties. They furnished supplies for families of men in military service. Several individuals spent their own money for gunpowder and supplies for which the town reimbursed them in later years by town meeting action.

The real trouble between Haverhill and the new Provincial government began in the summer of 1776. Colonel John Hurd was admitted to the fifth provincial congress at Exeter as representative of Haverhill. It met December 21, 1775 and Hurd returned to his home in July, 1776. (See another chapter about John Hurd and his active life in Haverhill.)

Hurd attained prominence in the legislative session at Exeter. He was to have a practical control of military operations in Coos. Haverhill was to be the rendezvous for soldiers for service in Canada, for defense of local areas and for scouting. At this time General Burgoyne was forcing the American Army to retreat from Canada. Coos was in great fear. A serious movement was on in most of the towns to the north, and to some extent in Haverhill itself, to move to their old homes and possible safety in the southern part of New Hampshire.

Thus when Hurd arrived home he found the government, of which he was now an influential member, in real disfavor. There was great unrest in all

towns on each side of the Connecticut River, because of the controversy between New Hampshire and New York as to which had jurisdiction over the Connecticut River towns. Lack of representation by most Grafton County towns in the government at Exeter was another cause of dissention.

The state of affairs in Haverhill disturbed Hurd greatly. He was loyal to the Exeter government and tried very hard to check the fast growing dissatisfaction.

Hurd soon became convinced that his neighbor, Colonel Asa Porter, was plotting to help General Burgoyne take over Coos area. Porter was very outspoken against the Exeter government for neglecting Coos. Hurd felt it was his patriotic duty to have Porter arrested and taken to Exeter for trial. He was placed under bonds and not allowed to return to Haverhill until November, 1777.

Revolt against State Government continued to mount. Because of his loyalty and devotion to Exeter, the influence of Hurd waned quite noticeably. He was not elected in 1777, and Haverhill sent no representative to Exeter for seven years. In fact his life in Haverhill became increasingly unpleasant. Soon after his neighbor, Asa Porter, returned in November, 1777, Hurd left town to join his wife already in Boston.

Haverhill became convinced that the river towns should separate from New Hampshire authority. Some sixteen towns east of the Connecticut river actually joined up with Vermont. In 1778 Vermont refused to establish counties east of the river which led to an end of this union with Vermont.

Next came an effort on the part of these river towns to persuade the New Hampshire authorities to claim jurisdiction in Vermont, west of the river. Strange as it may appear, the New Hampshire authority began to gain in favor with many in Haverhill. Among them was Colonel Charles Johnston who was elected to the Exeter government as council member for all Grafton County towns who were loyal to New Hampshire authority.

Many of Haverhill's leading citizens stubbornly resisted accepting any orders or recognizing authority from Exeter. Many towns on both sides of the river were so dissatisfied with Vermont and its treatment of them that they met at Windsor, Vermont in October, 1778 and called a convention for Cornish, New Hampshire in December, 1778. Their purpose was to secure a union of towns on both sides of the Connecticut river under a single jurisdiction. Three proposals were discussed: a union with New Hampshire or with New York, or if these failed a union in a new state of valley towns. In March, 1779 the convention voted for union with New Hampshire and asked the New Hampshire legislature to approve. This was referred to the Continental Congress and nothing came of it.

A year later at a convention in Charlestown, New Hampshire, forty-six towns voted to confer with the Vermont legislature and in February, 1781, and in April, thirty-five towns east of the Connecticut river were seated in the Vermont legislature. This was the second Vermont union. Colonel Timothy Bedel and Captain Joshua Howard were elected to represent Haverhill. Later eleven towns from New York were seated in the Vermont Legislature. Next, Vermont applied to Congress for admission to the federation, but Congress made a condition of admission for Vermont that all claim to towns in New York and New Hampshire must be dropped. In February, 1782 this union was dissolved. In December, 1783 Haverhill sent its first representative to the New Hampshire house, but Newbury did not send a representative to the Vermont legislature until 1786.

Despite this internal strife over jurisdiction, Haverhill had a proud record in military service. John Hurd, Timothy Bedel and Charles Johnston served as colonels. Seven others served as captains and one hundred and nine others were in service. Fifteen Haverhill men were with Colonel Bedel at the Fall of St. Johns, and twenty-five men went with Bedel to Canada with the Continental Army. Haverhill men were with Colonel John Stark at Bunker Hill and the siege of Boston, and they were in other expeditions too numerous to mention here.

Thus it appears clear that the men of Haverhill performed outstanding patriotic service during very trying times at home and at distant points. Being the foremost Coos town and one of the farthest north, it was a strategic point, especially as an outpost to be defended from any attack from the north. It had an important duty to perform and it performed it well!

THE COOS TURNPIKE

Before 1752 a rather definite trail from the Coos Country to the Plymouth region is known to have existed, which was used by the Indians as they went on raiding parties in central New Hampshire, south of this Coos country, now Haverhill.

In the spring of 1752 John Stark and others came north from Rumford, now Concord, to the Baker's River Country, now Rumney, on a hunting expedition. Stark and one other were captured by the Indians near Rumney and taken to Canada. They came down the Oliverian to the Ox-bow Meadows, and up the Connecticut River. When they escaped, they returned over the same route all the way back to "Rumford." A year later Stark acted as guide for a party sent to explore the Coos region by Governor Wentworth.

Apparently this was the first step toward developing the old Indian trail into a passage way for early settlers who were soon to be toiling through the woods and over Warren Summit to Haverhill and other nearby towns. It remained a bridle path until 1772 when an ox team made its way over this route from Haverhill to Plymouth and return. This was a big event in the early history of this town. For twenty years white settlers of this region used the path only for pack horses and cattle traveling in single file. A few log huts were constructed along the way where weary travelers found shelter from the elements and safety from the beasts of the wilderness.

In 1773 one William Tarleton, a native of Portsmouth, bought some land in Piermont, west of the lake which now bears his name. The road from Concord to Haverhill ran through this location. Teaming over the "Heights" had become a real business in 1774 when he opened a tavern on his farm, where one of the buildings of the present Lake Tarleton Club stands. This was the highest point on the route between Haverhill and Warren. He put out a famous sign beautifully painted on an oak board—"William Tarleton—1774"—and a painting of General Wolfe, in full uniform, with a drawn sword—on the front. On the other side there was a painting to represent "Plenty."

During the Revolutionary War Tarleton became a captain in the regiment of Colonel Bedel, raised to defend this frontier. After the war he became the owner of large land holdings in Piermont and Warren. Rapid growth of settlements in the north, especially in Haverhill, Newbury, and Ryegate, brought greatly increased travel over the Heights, and both Tarleton and his Inn became very popular and widely known.

Quite naturally there developed a popular demand for a better road. Travelers became much dissatisfied with ox cart transportation, mud, and spending nights in old log huts along the way. The pioneer stage was over. Enterprising settlers wanted to get out into the world. They had goods and produce to sell. They heard of the first turnpike in New England from Boston to Newburyport, 32 miles long. The most popular subject of conversation in this whole area was the possibility of a turnpike connecting Haverhill with Concord and Portsmouth. It is said to have caused as much local interest and excitement as building a railroad did forty years later.

In 1809 a turnpike was opened from Dover to Concord and another from Bellows Falls to Keene. Construction obstacles in this mountainous region could not deter the resolute men of Haverhill and vicinity longer. A petition for an incorporated highway, to be known as the "Coos Turnpike" from Haverhill to Warren, was presented to the General Court at Portsmouth in June, 1805, by Stephen P. Webster, a lawyer of Haverhill. This became a

law by the signature of Governor Langdon on December 18, 1805.

The eleven incorporators were among the most prominent men then living in this part of Grafton County. *Moses Dow*, a lawyer who later became president of the State Senate, was owner of the large farm now known as the Keyes Farm. *Joseph Bliss*, a Revolutionary War captain, was owner of the famous Bliss Tavern in Haverhill and first postmaster of Haverhill. *Asa Boynton* was another inn-keeper at the corner. Colonel *Charles Johnston*, often called the founder of the Village, was an officer under General John Stark at Bennington. *Alden Sprague* was a prominent lawyer in Haverhill. General *Absalom Peters* was a settler in Wentworth and had command of the entire State Militia. *William Tarleton* of Piermont, has already been fully described. *Moody Bedel* was a son of the famous Timothy Bedel, a well-known Revolutionary War hero. *John Page* was one of the most prominent men of the state and later became U. S. Senator, 1836-37, and Governor 1839-42. *Stephen P. Webster* was another well-known Haverhill lawyer.

All except Tarleton and Peters were residents of Haverhill Corner, yet they were not all the prominent men of this outstanding village nearly a century and a half ago. What country village can boast of such a group of equally prominent men today?

These men were given a charter "to make and keep in repair a turnpike road from Haverhill Corner to the valley of Baker's River in the Town of Warren." Their first meeting was at Haverhill on February 24, 1806, when several other prominent New Hampshire men were added to the committee. A stock company was organized and 200 shares were quickly subscribed. That spring Benjamin Baldwin, a Bradford, Vermont surveyor, examined the proposed route and reported it to be feasible. The actual survey and plans were made by John McDuffie, a Bradford civil engineer. He was paid \$2.00 per day and his assistant 38c per day.

Specifications for construction of this turnpike were published in the summer of 1806 in the Dartmouth Gazette. The project was divided in two parts. The western end began where Court Street leaves the Haverhill common and extended 6½ miles easterly and southerly "to a point east of the Tarleton House." The contract was let to Sam Leonard of Littleton for \$6,500.00, just \$1,000.00 per mile. The southern part began at Tarleton's and extended southerly to Warren Village. It was five miles long. Dan Peters of Warren got this contract for \$6,500.00. The first section was easier to build as much of the existing cart-track was utilized. The southern part required much relocation through the forest which explains the difference in contract price. On December 3, 1806, twenty-five land owners deeded to the turnpike corporation the land needed for this new road.

Work began in the spring of 1807. All trees, brush and other obstacles were cut and removed for a width of sixty feet. The road itself was thirty feet wide, being fifteen feet on each side of the center line. The road bed was gravel and loam settled and pressed together so that the center was two feet higher than the outer limits. A water-course was built on each side, deep enough to carry off all water. All culverts were made of stone, some of which are still in use on parts of this road 142 years later. No modern bulldozers were available to do this job; farmers and their oxen did it all. The pay was 67½c per day for men and 50c per day for a yoke of oxen.

This project attracted much attention throughout the north country. People came from great distances to watch it progress. Farmers of Haverhill, Piermont, and Warren were eager to work long days with their oxen on it. It gave them a welcome opportunity to earn some cash money. It was the biggest construction which had *ever* been attempted in their part of the country. Its completion was eagerly awaited.

On November 9, 1807 the first toll gate was authorized. It was placed in a ravine west of the Tarleton Farm where it was impossible to evade the gate by going around it. Later another gate was placed near the stone house (Sinclair House) about a mile east of the "Corner." Rates of toll were fixed by the charter. A few of the rates were: 1c per mile for each horse led or ridden, 1½c per mile for each "carriage of pleasure" having two wheels and drawn by one horse, 3c per mile for each four-wheel vehicle drawn by two horses.

Certain persons were exempt from paying toll such as residents along the road, doctors, and ministers in the exercise of their professions, persons going to and from church, and some others.

The hopes of those who planned and built the turnpike were well rewarded by the increase of business between the north country and the sea-coast. Long processions of heavy wagons drawn by six to eight horses made it one of New Hampshire's busiest highways. Farmers who lived near the steepest hills along the way kept their teams busy helping the heavier wagons over the ascents for an average charge of 75c for their assistance.

Large droves of cattle, sheep and even turkeys were driven to market over the pike. As an example there was an annual turkey drive from St. Johnsbury to Lowell. Some 500 turkeys were in this notable procession. As the birds became acquainted with the travel program, a man would lead the way and the whole flock would follow. An old gobbler would walk beside this leader, and they traveled over twenty miles a day, reaching Lowell without loss of a single bird.

Closely following the opening of the Coos Turnpike and many others throughout New England, the stage lines were developed. By 1818 a stage

coach left Haverhill every Monday and every Friday for Boston. These traveled ten miles per hour in favorable weather and on good roads. The horses were changed about every fifteen miles. Usually the stage was drawn by six horses. Many of the stage drivers were important local personages.

The turnpike era was of short duration. By popular demand other roads were built, such as the one through the Oliverian Notch, with much easier grades. These drew business away from the pike. The last entry in the Coos Turnpike Co. books was in 1834 when a dividend of \$1.00 per share was voted. Taverns along the pike closed one by one. The Tarleton Inn was the last to close.

Thus we see that the turnpike era was responsible for our system of roads in this area. For one or more centuries before 1752, Indian trails furnished a course chiefly for Indians to travel south and return to this area. Then for a half-century an improved trail, known as a cart-track, was made use of by early settlers mostly coming north as pioneers. Then followed another half-century of real road building, spear-headed by the Coos Turnpike.

In 1852 the railroad came through to East Haverhill and in 1853 to Woodsville and was the accepted means of transportation for more than a half-century. Then the automobile began to appear. Now at the close of another half-century the auto is being supplanted by the airplane. Every step in this progression has tended to bring the world closer to our doorstep. The telephone, radio, and now television are other contributors to this program of making the world seem smaller.

One wonders today, with our progress in so many fields, if we get a similar thrill out of any transportation that our ancestors of 140 years ago got from riding in a "carriage of pleasure" at 1½c per mile in a two-wheel cart drawn by one horse over the Coos Turnpike! Who made more money, the farmer who built the Coos Turnpike at 67½c per day in 1807, or the laborer of 1950 who had \$1.00 per hour? And who enjoyed life more?

Note: Much information in this article was obtained from an article by F. P. Wells and loaned to me by the late Frank Rogers.—H.K.D.

WHO SAID CANALS?

Every historian who has tried to recall the early days and the development of the Coos Region has described in various ways the methods of transportation proposed and used during the more than two and a half centuries since the area was first visited by white men.

First, were the numerous Indian trails which centered where the Connecticut, Ammonoosuc and Wells Rivers join. Also the rivers were used when not frozen. Indians preferred canoeing to walking.

After the real settlement of Haverhill and Newbury got under way in 1763, the need for better access to and from the area became of much greater importance. Trails were soon improved to permit horses to be ridden over bridle-paths. These were widened so that a pair of wheels or a dray could be used to bring supplies to Haverhill from Plymouth and the southern part of the state. The rivers were not only used in summer but much use was in winter on the ice.

Almost from the earliest settlement another kind of transportation was in use, namely, ferries operating across the Connecticut River. Before any of the three bridges were constructed over the river between the towns of Haverhill and Newbury, or were even contemplated, there were successful ferries being operated at each bridge location, in fact the rights to operate ferries were issued by legislative charters, and in the case of the washout of a bridge the ferry was reinstated.

Slowly but steadily the crude roads became passable for horse drawn vehicles. Many were pulled by yokes of oxen, but as the number of settlers increased, the demand for better means of transportation increased also. A turnpike was built from Haverhill to Warren by a corporation which hoped to pay for the cost of construction and then make some profits from the tolls collected.

The Connecticut River Company was organized to improve navigation on the river between Wells River and Hartford, Connecticut. This involved building 17 miles of canal and 41 locks at a cost of over one million dollars.

Then came the steamboat. It was thought this was the answer to the transportation problems of the period. In 1830 the Connecticut River Valley Steamboat Company was organized and funds for building five steamboats were raised through sale of stock. They would operate in sections and not use all the canals and locks which had already been built. The *Adam Duncan*

was built at Wells River costing \$5,000.00 and blew up on the second trip from Wells River to Olcott Falls (now Wilder, Vermont). This company failed in 1832.

During this period (1820-1835) canals were being built in many parts of the country. New Hampshire became interested in building a canal from tidewater at Dover to Lake Winneposeogee, across the lake, then to the Pemigewasset River, then up Baker's River to Warren, then across Warren Summit (Glenclyff) to the Oliverian, and then down to the Connecticut River.*

Today this may sound fantastic, but the New Hampshire Patriot of May 9, 1825 has a report filed by General John McDuffee, who as chief engineer made a complete survey for such a project. The United States Government also sent an engineer from Washington to assist. This is an early example of Federal aid.

The expense involved was enormous and the problem of getting enough water to fill the canal, when built across Warren Summit, seemed to have prevented the dream from realization.

There was strong opposition to building this canal from the business leaders of Haverhill Corner who had money invested in the Coos Turnpike. They had also been against the development of all boat transportation on the Connecticut River. However, a few years later they favored the construction of a railroad which came to East Haverhill in 1852.

*Squires' History, Vol. I, pg. 263.

POWDER HOUSE HILL

In Bittinger's History (p. 21) it is reported that once the famous New England poet, Henry Wadsworth Longfellow, visited friends in Haverhill. He walked with a friend to the top of Powder House Hill just north of the village. As he saw the beautiful valley with the large river peacefully winding



1. In 1863 this was the home of John V. Webster, later of Isaac Pike. 2. Powder House on Powder House Hill. 3. Home of Mr. Cooper, later owned by George Wells. 4. Gen. John Montgomery house, later home of Jacob Bell. 5. Leroy Bell Store. 6. Photo studio of Fred Herbert, later home of John L. Cook, and later Mrs. Weed's millinery. 7. Old White building where carriages and sleighs were sold. 8. Emma Ward house. 9. Home of Jane and Sarah Hutchins, later of George McKean. 10. Home of Jonathon Nichols. 11. Home of Albert Bailey, later of W. H. Nelson and later of George Wells. 12. A. and M. Bailey store. 13. Old paper mill. (Covered bridge in foreground over Oliverian Brook.)

through it, he said to his Haverhill friend, "I have seen the beauties of foreign lands, but the beauties from this spot surpass anything I have ever seen."

This landmark which Longfellow visited is the high knoll west of the highway and just north of Haverhill Village, which for nearly a century and a half has been locally known as "Powder House Hill." The reason for this name was that the state government built a stone store house for powder and ammunition there in 1812, for use during that war by troops stationed north of this locality. The Powder House was built of granite slabs, some nearly twelve feet square. It was a landmark for many years until taken down so that the stones might be used to make a receiving vault in the Ladd Street cemetery, where they may still be seen.

Another event which took place on this hill was the public hanging of Josiah Burnham on August 12, 1806, which is described elsewhere in this book, and where a crowd estimated at over 10,000 gathered on Powder Hill to witness it.

Still another use was proposed for the hill when in 1847 Eliza S. Pope conveyed most of the land on it to the Haverhill Cemetery Corporation (Book 207, Page 538), which deed expressly reserved about one eighth acre "under and about the Powder House" owned by the State of New Hampshire. Later the same year the state deeded its interest in land in Haverhill used "as a magazine for the deposit of ammunition" (Book 211, Page 334) to the Haverhill Cemetery. Few burials were ever made in this location. In May, 1878, a petition was presented to the selectmen of Haverhill requesting removal of all bodies from this location to Ladd Street Cemetery.

The following is the official action taken by the Selectmen on the petition: (copy of Petition quoted exactly)

Grafton SS: Haverhill, May 20th, A.D. 1878.

To the Trustees of the Haverhill Cemetery.

We the undersigned. Selectmen of the Town of Haverhill, having considered the foregoing request, Relative to the removal of certain Bodies, or remains of bodies from the grounds of the said Haverhill Cemetery, and reinter the same in the Cemetery on Lad Street, so called, in said Haverhill, Respectfully say, so far as any rights we may have in acting for the interest of the Town, relative to the matter setforth, in the foregoing request; we cheerfully give leave to said Trustees to make the removals requested, said removals to be done prudently and with all proper care and attention, as stated and proposed in said request, and free of expense to said Town.

Selectmen of Haverhill

Following this action all bodies were removed to Ladd Street Cemetery and the cemetery on Powder House Hill went out of existence.

To one who visits Powder House Hill today even the grand view which Longfellow reports in such flattering terms is no longer available due to the trees which now cover the hill and much of its slope. Certainly no one would guess it had formerly been used for such varied purposes.

THE LADD STREET BELL (1802)

The Haverhill South Parish was organized in 1790 and the first Congregational Church was built that year by voluntary contributions. No help from the town was offered or requested on account of the jealousy which existed between the north and south parishes. The church at Ladd Street had a membership of 23 at the time it was organized.

For those times the church building was an imposing edifice built in colonial style with three entrances. The site was first north of the Ladd Street School now occupied by the K.P.'s. It had a high belfry built with two decks, one above the other, and each deck encircled with a fence. On top of the upper deck was a small, square spire with a vane and lightning rod on its top.

There was no paint used in the interior but the yellow pine of which the pews, gallery, pulpit and floors were made, gradually changed its color to a golden brown, and seemed to fit perfectly in this popular place of religious worship.

It is of peculiar interest that this church never had any means of heating installed. A foot-stove filled with live coals was carried to church by the more delicate members of the congregation during the cold winter weather, on which their feet were warmed during the service, which lasted for several hours every Sunday with time out for a "nooning" during which lunch was eaten and a social hour enjoyed.

Rev. Ethan Smith, the first minister to occupy this pulpit, was called on January 25, 1792 and served seven years. After a lapse of over three years, Rev. John Smith came in December, 1802 and remained for five years. Then no resident pastor was in this pulpit for nearly eight years until Rev. Grant Powers was ordained on January 4, 1815. He remained for fourteen years until April 25, 1829 when the old meeting house was abandoned.

During the early history of meeting houses in this north country, there was not a bell in any of them. Sometime, probably in 1801, contributions were solicited among the residents of Ladd Street to procure a bell for their church. One Jonathan Doolittle of Hartford, Connecticut was engaged to make the bell which he did in 1802. Into this bell *one hundred dollars worth* of silver was cast in order that it might have finer material, greater value and far better tone than any other bell which had been made up to that time, and also would not be equalled by any bell which might later come to this vicinity.

When the bell was cast, a tiny crack was revealed in it, so it had to be re-cast. This accounts for the false rumor, quite prevalent in early days, that

this bell had a crack in it when it was hung in the Ladd Street Church belfry. The bell was poled up the river on a raft. Two men did the poling by placing their poles into the river bottom as they stood at the forward end of the raft, then they walked to the stern which caused the raft to move slowly upstream. Finally it arrived at Haverhill and was greeted by a wildly cheering crowd near the mouth of the Oliverian Brook. Cannon were fired to add to the excitement of the arrival of the first bell in the entire north country.

The bell weighed 1,500 pounds and because of its great weight it was very cumbersome to handle. As it was being removed from the raft after its long trip up the Connecticut River, a distance of about 180 miles, it fell into the river. After this unintentional baptism it was promptly hauled from the water uninjured. It was carried up the hill to the meeting house where it was raised on the outside of the belfry and very carefully swung into its position. The bell was heard at 6 a.m., at noon, at 6 p.m. and at 9 p.m. by all who lived in this beautiful valley. It continued in service for twenty-eight years in the old meeting house belfry.

A few years before the end of the pastorate of Rev. Grant Powers, Methodist preachers began holding services in the home of one George Woodward and later secured the court room (then at Haverhill) for Sunday services. In 1827 the brick church was built by Methodists beside the academy and court house and was later purchased by the Congregationalists when the debt which had been incurred by the Methodists proved to be too big a burden for them to carry.

When the church moved its activity to the brick church building, the Ladd Street people refused to permit their bell to be transferred. There were several years of wrangling about it. Finally the Ladd Street school house was built with a belfry on it and the church bell became a school bell for Haverhill School District #2 where it has remained ever since.

On August 20, 1902 a centennial anniversary was arranged by the Ladd Street Bell Association. A feature of this day was the historical address by Miss M. Grace Woodward of West Newton, Mass. entitled, "Autobiography Of A Bell." From this address, a copy of which was loaned to the writer by Frank R. Rogers, it appears that one William Cross was the faithful sexton for many years. He was 60 years old when the bell arrived and he died in 1843, 101 years old. It is claimed that in 1830, and thereafter when several attempts were made to forcibly remove this bell from the abandoned old meeting house, Deacon Cross stayed in the church belfry all day every day and some of the younger Ladd Street residents did guard duty every night. They had food brought to them and were to ring the bell if any danger threat-

ened it. Two actual attempts were made to remove the bell. Both were unsuccessful.

Finally, the old meeting house was torn down and the bell was stored in the cellar of Henry Morrill. Later, the bell was stolen and for several years its whereabouts was generally unknown.

Around 1850, one Jeremy Cross, son of William Cross, the first bell-ringer in this town, proposed that the timbers from the old meeting house be used to construct a two-story building with belfry in which the bell could again be hung. A committee was named to complete this project. A hall was finished off on the second story for benefit of the District. It was long known as "Jeremy Cross" Hall. The bell was again brought out of hiding and has remained in this school house unmolested for over 110 years.

It is regrettable that this bell is now in disuse and its history almost completely unknown to local residents. It is now over 160 years old.

What interesting tales of the early history and growth of the town of Haverhill the tongue of this famous historical bell could toll.

THREE FAMOUS FARMS

John Hazen—Moses Dow—John Fisher

John Hazen, a founder of the town, was allowed to choose his lots, while the other grantors had to draw by lot their shares. Hazen selected five shares on the Ox-bow Meadow all in one plot, with an area of almost a square mile. This farm later was purchased by one Obediah Swasey, whose wife was a granddaughter of the late John Hazen. Nathaniel Merrill Swasey succeeded his father, Obediah Swasey, as owner of the Hazen farm which he sold in 1880 when he moved to Montpelier, Vermont. He and his father owned this farm for over 75 years. He lived in the brick house at North Haverhill, later the home of David Witcher and recently owned by Alice Robshaw.

Hazen had meadow lots No. 2, 3, 4, 5 and 6 on the Ox-bow, also house lots No. 31, 32, 33, 34 and 35. He was the largest landowner in Haverhill in the early settlement.

General Moses Dow purchased a large farm in 1785 which remained in the Dow family until 1848 when it was sold to Henry Keyes, father of the late Governor Henry W. Keyes, whose family still owns the Dow farm. In recent years it has been known as the "Pine Grove Farm."

General Dow lived on the farm, which comprised over 1000 acres, for many years. He built a fine colonial mansion farmhouse which remained

until 1899 when it burned. Governor Keyes built the present beautiful brick residence on the site of the original Dow mansion.

In the early days the highway from North Haverhill to Haverhill passed the Dow residence, but in 1810 a new road was laid out across the plain and the original road was thrown up. General Dow was awarded \$20.00 damages. He appealed to the court and was finally awarded \$575.00 and his costs.

THE FISHER FARM—This was a very large tract of land extending from the Ox-bow to the Coventry (Benton) line which was the eastern boundary of the town of Haverhill. It was a mile wide, nearly six miles long and contained 2400 acres. It was bounded by the Hazen farm on the northwest side. Probably this was the largest single tract of land in town ever owned by one man.

It is reported that John Hazen was given this valuable area by vote of the proprietors in 1771. It was mostly covered by the finest of white pine. The same year it was transferred to John Fisher, who was stationed at Portsmouth. He never occupied this farm and it is assumed he never saw it. He was an English gentleman and he married Anna Hunking Wentworth, a niece of Governor Benning Wentworth, and sister of his successor, Governor John Wentworth.

At the outbreak of the Revolution, Fisher was collector of customs at Salem, Mass. Being of the Royal Party he left the colonies and returned to England with John Wentworth in November, 1775. His land was confiscated in 1778 by the State of New Hampshire. Later these lands were restored to Mark Hunking Wentworth, his father-in-law, who held a mortgage on it when confiscated. He reconveyed it to Fisher in 1784, whose son, John, managed his father's estate under a power of attorney. He deeded the entire property to Nathaniel Merrill and others in December, 1802. They opened up the so-called Fisher Farm for settlement and development. Merrill's wife was Sarah Hazen, daughter of John Hazen. Their daughter, Nancy, married Obediah Swasey who owned the J. Hazen farm for many years.

THE PUBLIC HANGING OF JOSIAH BURNHAM (1806)

In 1680 the New Hampshire Criminal Code named fifteen crimes punishable by death. In 1812 the death penalty was abolished for all but treason and murder, and in 1836 treason taken from this list. As incredible as it seems, executions by hanging were public in the early days and vast crowds attended. There were religious exercises including a sermon to which the condemned criminal had to listen while he stood on the gallows.

Today all executions are at the State Prison. (Chapter 369, Revised Laws of 1942.) The sheriff of the county in which the person was convicted and two of his deputies shall be present. He shall request certain other officials to be present and may admit not exceeding twelve other reputable citizens, relatives of the convict, his counsel and a priest or clergyman.

In the first 130 years of this town's history there were five executions for murder; others were pardoned or given life imprisonment: first, the Indian Toomalek described in detail by Grant Powers (*History of the Coos Country*); second in 1796, Thomas Powers of Lebanon, a Negro; third in 1806, Josiah Burnham of Haverhill; fourth in 1848, Enos G. Dudley of Grafton; fifth in 1868, Samuel Mills of Franconia. Frank C. Almy was the next to be convicted (1891) for murder of Christie Warden of Hanover but his execution took place at the state prison in Concord.

Of these the trial and public execution of Josiah Burnham, including the sermon by the eloquent Rev. David Sutherland of Bath on August 12, 1806 is told us in great detail in a pamphlet entitled "Josiah Burnham," edited by the late William F. Whitcher and also in his history of Haverhill. I am indebted to the late Frank R. Rogers for the Burnham pamphlet.

Josiah Burnham was born August 12, 1743 at Farmington, Connecticut of a notable family. His grandfather, Rev. William Burnham (Harvard 1702), was for thirty years pastor of Farmington church, and a leading clergyman of the Connecticut Colony. His grandmother was one of the famous Connecticut Walcott family. Thomas Burnham, grandfather of William Burnham, was born in England (1617), came to America in 1649, settled in Hartford, Conn., and became one of the largest landowners in the colony. William Burnham was reported to be a "gentlemen of great wealth."

He came from Connecticut to Bath about 1774 and for over thirty years was a well-known character in Bath, Benton, Warren and Haverhill. He was a competent land surveyor. He was probably well educated and was one of the early schoolmasters in Warren. He did much surveying, and included in

his work was a re-survey of the entire town of Warren. His plan of Warren has been followed since 1795. For a time he was a blacksmith in Coventry (Benton). He was constantly in litigation from the time Grafton county courts opened in 1783. He usually lost.

He also became hopelessly in debt. In 1799 there were seven judgments rendered against him at the June Term of Superior court. Because of his failure to satisfy the executions, he was committed to the Haverhill jail. He is supposed to have been there for the next six years. The sum of \$93.18 was the largest execution against Burnham. Under the law of that time a prisoner for debt could be held until the debt was paid, regardless of time.

On December 18, 1805 he was in the same cell with Russell Freeman of Hanover and Captain Joseph Starkweather, Jr. of Haverhill who were also imprisoned for debts. (This penalty for debt was removed in 1818.) Starkweather was a respected citizen with no criminal record. Freeman was a prominent merchant who had held many positions of trust and honor including the speakership of New Hampshire House of Representatives (1795-1797) and was a member of the Governor's Council from 1797 to 1802.

It is claimed that Burnham became enraged over statements by Freeman and Starkweather as to his relations with a woman whose husband was seeking a divorce and charged Burnham with being the co-respondent. He drew a knife, which he had concealed, and stabbed Freeman. Starkweather came to the assistance of his friend, Freeman, and he was also stabbed several times. Both died within three hours.

The first known report of this double murder was printed December 31, 1805 in the New Hampshire Gazette under the headline "Horrid Deed." (Apparently newspapers did not have as good coverage of such crimes as today.) The revolting crime was completely described, however, in the paper.

At the May term in 1806 at Plymouth, Burnham was indicted by the grand jury for the two murders. At the same term he was tried and found guilty. It should be noted that Daniel Webster, who only recently had been admitted to the bar, was junior counsel for Burnham, who was sentenced to be hanged July 15, 1806. Governor John Langdon granted a postponement for four weeks so that the prisoner "may have a further time to prepare for death." Thus it happened that August 12, 1806 was the final date set for the execution. It was Burnham's 63rd birthday.

The execution took place as ordered in the presence of a crowd estimated at 10,000 on Powder House Hill at Haverhill. Bittinger gives a graphic description of the event in his history of Haverhill as narrated by an eye witness. There was much ceremony, singing, prayer and then a long sermon by Rev. David Sutherland, the famous minister in Bath at that time. His first words

were, "The occasion of our present meeting is inexpressibly awful." His text, Romans, Chapter 6, Verse 23, "The wages of sin is death."

It is believed that nothing comparable to this execution has been known in New Hampshire history. It was unique in many respects. Today no one can be hanged within a year and a day after he is sentenced. Burnham was sentenced at the May term and was hanged within three months, after a four weeks' reprieve. Today it is very difficult to get a dozen citizens to witness an execution, yet 10,000 volunteered in 1806. They came from far and near, afoot, in wagons, and on horseback. Today it is most difficult to understand how so many people would have the morbid curiosity to attend such a spectacle, which was the final chapter of such a "Horrid Deed!"

BANKING IN THE COOS REGION (1804)

The American Colonies had no bank and no banking facilities until near the close of the Revolutionary War when the "Bank of North America" was established in Philadelphia in 1781. Boston followed with the first bank in New England in 1784. The first bank in New Hampshire is believed to have been in 1792 at Portsmouth. Ten years later in June, 1802, the New Hampshire Union Bank of Portsmouth was incorporated. The next year at least five banks were chartered by the legislature. They were known as the Portsmouth, the Rockingham at Portsmouth, the Strafford at Dover, the Exeter at Exeter and the *Coos* at Haverhill.

This indicates the high regard in which Haverhill was held and its likelihood of developing into an important business center. There was no other bank nearer than Exeter and for 25 years there was none within 100 miles of Haverhill. In 1828 a bank was incorporated at Lebanon and in 1832 one at Lancaster.

The charter for the Coos Bank was for 20 years from January 1, 1803. It had an authorized capital of not less than \$25,000.00 and no more than \$100,000.00. Among the incorporators were John Montgomery, Moses P. Payson, Peter Carleton, Moor Russell, Daniel Smith, Nathaniel Burlow and Timothy Dix, Jr.

The new bank was organized and open for business in 1804. John Montgomery was elected president and John Osgood, cashier. Osgood apparently was only acting until George Woodward, a well known lawyer in Hanover, could move to Haverhill. He lived in the Great House at the south end of the common, which also contained the banking rooms. He was a Dartmouth graduate (class of 1793) and served as treasurer of the college before moving

to Haverhill. Woodward held the position of cashier for almost 10 years, when Joseph Bell succeeded him.

Bell took the bank job and resided in the Great House. He was succeeded as cashier by John G. Wright who with John Nelson, a well known attorney, had to wind up the affairs of the bank in 1820 with great loss to the stockholders.

A second bank was chartered in 1821 under the name of "Grafton Bank" and started business in January, 1822. A new bank building which also served as the residence of the cashier was erected nearly opposite the first bank on the west side of Main Street. Moses Payson, only survivor of the Coos Bank board was named president. John Bunce of Hartford, Connecticut was hired as first cashier. He resigned in 1839 and John A. Page took his place. Bunce was also editor and part owner of the local newspaper which he sold and returned to Hartford, Connecticut as cashier of the Phenix Bank there. He was later made president of the Phenix Bank, a position which he held until his death in April, 1878.

John Page apparently was a satisfactory cashier as he was still there in 1844 when he and others began winding up the affairs of the bank, which were completed in 1849.

A third bank was incorporated in 1846, the "Grafton County Bank," but it never really got started. Again in 1879, the Grafton County Savings Bank was granted a charter but it was never organized. It would appear that a bank organized in Wells River in 1833 was too much competition for the Haverhill Bank. (See article on National Bank of Newbury.)

In 1889 a charter was granted by the New Hampshire legislature for a savings bank in Woodsville under the name of "Woodsville Guarantee Savings Bank." Its first president was Ezra B. Mann, then Dr. C. R. Gibson, then George E. Cummings. The bank opened in the old railroad station but moved to the Opera Block when it was completed in 1890, and functioned there until the new bank building was opened in 1957.

A loan and banking association was chartered in Woodsville in 1891. This was liquidated in 1897 when the Woodsville National Bank was chartered with Henry W. Keyes as its first president. It shared space with the Woodsville Guarantee Savings Bank in the Opera Block until both institutions moved into their new banking quarters.

This is a brief record of the banks in the town of Haverhill, from "The Coos" in the Great House in Haverhill Corner in 1803 to the new and spacious building which today provides modern banking facilities for customers of the Woodsville Guarantee Savings Bank and the Woodsville National Bank.

THE BIG CUCUMBER STORY

Among the strange and hard-to-accept stories of the early days in this town, as recorded by the early historians, is one about a huge cucumber grown in Haverhill in 1826.

From various sources, it appears quite certain that a cucumber of incredible size actually grew in the garden behind the Grafton Bank which opened in 1822 and operated in a new building on the west side of Main Street until 1844. This building was also occupied by the bank cashier as his residence. (Today it is the home of Friend Jenkins, the recent headmaster of Haverhill Academy.) The first cashier of this bank was John L. Bunce who lived in Haverhill from 1822 to 1839. He returned to Hartford, Conn., where he became cashier and later president of the Phenix Bank there.

His daughter, Alice Bunce, often repeated his story of the "Big Cucumber" as related to her by her father. According to Miss Alice this cucumber was well over TEN FEET LONG and attracted much attention as an exhibit at a fair in Orford, N. H. in the fall of 1826.

Other proof that such an exceptional cucumber ever grew at Haverhill is given by John R. Reding, a resident of this town who served in Congress from 1841 to 1845, and is still the only man ever elected to Congress from Haverhill. Reding reported that he told the cucumber story to several members of Congress one day in their private smoking room. When he had finished they made light of it and called him their "champion liar." Later he was called upon to repeat the story to other members of Congress who expressed their belief it was either a great exaggeration or a big fabrication. This was most annoying to Reding.

Perhaps the best proof of this unusual story is furnished by a disinterested party who happened to mention to Reding that he had spent a pleasant summer in his home town of Haverhill, N. H. on a surveying assignment. This was a congressman from Maine by the name of Herrick. When Reding asked what year it was, he replied, "1826."

His next question was, "Did you ever hear anything about a monster cucumber which grew there that summer?". To the amazement of Reding the reply was, "Oh yes, that was THE SUMMER I was in Haverhill. Everybody went to see it. I got a paper tape from the tailor shop nearby and measured it myself. It was in a garden behind the bank-house where the cashier lived." "Was it a Mr. Bunce?" "Yes, that was his name. The cucumber measured TEN feet and ten inches." "Are you sure of that, Herrick?"

“Yes, indeed I am perfectly sure. Just before I left my home in Maine to come down to Washington, I found among some of my old papers the identical paper-tape measure, and on it was written the length of that cucumber, as I had measured it.”

A few days later when Congressman Reding and Herrick met in the reading and smoking room, Reding casually asked him to tell the other Congressmen there about the cucumber he had measured some years ago. Herrick, quite unaware of the situation, started to relate the entire story as he had recently told it to Reding. This was most amusing and gratifying to Reding as he assumed it would convince the others of the truth of his cucumber story. His happiness was very brief as his fellow congressmen laughed rudely at Herrick when he finished and then voted him their “new champion liar.”

It would appear from the evidence above given by John Bunce, his daughter, Alice, and two congressmen that a BIG CUCUMBER really grew in Haverhill in the summer of 1826! A footnote might be added here, that apparently congressmen of a century ago were as unable to distinguish truth and imagination, or fact and fiction, as many of them are today. In modern times such an unusual report would probably have started an investigation or at least an inspection trip by a subcommittee which may be an indication that Congressmen today at least have a far greater curiosity than their predecessors.

THE GOVERNOR'S FARM

In the charter granted May 18, 1763, 500 acres were reserved to Governor Benning Wentworth as marked in the plan “B.W.” and known as the Governor's Farm. Benning Wentworth died in October 1770, unaware of the value of his Haverhill rights.

In February, 1774, Ezekiel Ladd, collector for the proprietors, sold several rights for non-payment of proprietary taxes. Among them was the Governor's Farm* which was bought by Moses Little of Newbury, Massachusetts for \$38.00. Moses Little also bought a house and meadow lot of James Nevins for \$8.00. Moses Little had previously purchased the meadow lot and house of William Symes. These two lots (Nevins and Symes) were upper meadow lots which adjoined the Governor's Farm on the south. Moses Little

*A similar provision was incorporated in the Newbury charter and the Governor's Farm there was just across the Connecticut River from the Governor's Farm in Haverhill. It is now the village of Wells River.

was a brother-in-law of Jacob Bayley, a leader in the settlement of the town of Newbury, Vt.

On January 15, 1782 (Book 12, Pg 277) Colonel Moses Little deeded to his son, Moses Little, Jr., a minor, 600 acres which was the Governor's Farm, and lots bought of James Nevins and Colonel William Symes.

In January, 1795, Moses Little, Jr., sold 37½ acres to William Abbott. He became the first real settler in what is now Woodsville. His great grandson was Chester Abbott, well known to many present residents of this area. William Abbott cleared the land which became known as the Abbott farm. It had a mill privilege which was near the south of the Ammonoosuc River and part of it was in Bath. This mill privilege, containing 5½ acres in all (Haverhill and Bath), was sold to Isaac Smith and Moses Campbell on April 9, 1809 for \$400.00. Smith and Campbell sold this in September 3, 1816 to Miles Olcott of Hanover, New Hampshire, who built a dam across the river and then a saw mill.

September 14, 1827 Olcott sold to William Styfield, subject to a lease held by John L. Woods and Samuel Hutchins and Son, of Wells River, Vermont. In 1830 Woods bought this mill privilege of William Styfield for \$1,000.00, which then included the saw mill, the dam, and a dwelling house. Shortly before this last deed was executed, Woods had purchased the rest of the William Abbott farm (about 32 acres) and all buildings thereon. In 1829 the highway bridge was built over the Ammonoosuc River between Haverhill and Bath for \$2,400.00, the cost divided equally between the two towns.

On September 8, 1835 Woods purchased of Moses Little, Jr. 36 acres (Book 138 Pg 123) covered with a valuable heavy growth of white pine. This was the heart of the present Woodsville on both sides of present Central Street. In November, 1835 (same year) Moses Little, Jr. sold the remainder of the Governor's Farm of about 380 acres (Book 137, Pg 204) to Russell King (great grandfather of Harold K. Davison) for \$6,000.00, now owned by James Rowe.

On land not far from the Bath bridge, Woods had a store which later became the residence of Isaac K. George, grandfather of the late George Tilton, and that residence became the Legion Home as a gift of D. R. Rouhan.

The Woods store was taken over by Edward Child and later by Ezra S. Kimball. In 1859 Charles M. Weeks of Lyndon, Vermont bought the Woods store from Ezra S. Kimball. The next year, 1860, Weeks built a new store *south* of the *railroad track* on the road to Wells River (258/370 Southard to Weeks). This was known as Weeks Block for many years, later known as Stahl Block, then Thompson Block, and more recently Castello Block. In 1870 Weeks erected a large residence on the lot east of his store. This later



Weeks (Stahl) Block

became the home of Ezra B. Mann. This was razed to permit the construction of the present Woodsville National Bank and Woodsville Savings Bank in 1956 (opened March 1957).

Thus it appears that Moses Little, Jr., owned all the area in 1782 which is now occupied by residents of Woodsville. His father bought most of it for \$38.00. By 1835 most of it was owned by Russell King, Hiram King, and John L. Woods.

The Legion Home, the Rowe farm and the Castello Block* are directly traced from the Governor's Farm as explained above. The title to every property in Woodsville can be so traced. For example, the Woodsville High School land was bought of Luvia L. King, which she took under will of Henry F. King, her husband. He bought from the heirs of Russell King, his father. Russell King bought of Moses Little, Jr. He had a deed from his father of the same name, who bought it for taxes in 1774 of Collector Ladd who had the *Governor's Farm* for sale of taxes not paid by heirs of Benning Wentworth.

*Destroyed by fire in 1962.

HAVERHILL'S ONLY CONGRESSMAN (1841-1845)

While Haverhill has furnished this state two governors (Page 1839, Keyes 1917), two United States Senators (Page 1936, Keyes 1919), three presidents of the State Senate (Dow 1791, Cartland 1829, Davison 1929), two speakers of the House of Representatives (Swazey 1842, Davison 1927), it has had but one congressman, a forceful, ardent democrat, John R. Reding. He served in Washington four years (1841-1845) during the Harrison-Tyler and Van Buren administrations.

John R. Reding was born at Portsmouth in 1805 and got his limited education there. He left school early to work in a grocery store, then entered the employ of New Hampshire Patriot (now Concord Monitor) owned by Isaac Hill, and later married Governor Hill's youngest sister, Rebecca, in October, 1830. She died while Reding was in Washington in January, 1844. His second wife was Jane Martin of St. Johnsbury, Vermont, who survived him. There were no children by either marriage.

In 1826 he became foreman in the office of the *Boston Statesman* which later became the *Boston Post*. In 1828 he came to Haverhill, where in July of that year he published the first issue of the *Democratic Republican* of which he continued to be sole owner and editor until 1841. Reding was named postmaster of Haverhill in 1831 and served until he went to Congress in 1841.

During the four years in Congress his brothers, Warren and Silvester, continued the paper and after that until 1863.

In 1852 Reding was a delegate to the National Democratic Convention which nominated General Franklin Pierce for president.

Reding received an appointment from Franklin Pierce (only president from New Hampshire) as naval storekeeper at Portsmouth in 1853, which office he held for five years. In 1860 he was elected mayor of Portsmouth. Later he was elected to legislature for three terms from Portsmouth. He remained in Portsmouth until his death in 1892.

John R. Reding was an outstanding democrat, ever active in his party, a strong character, and an honored and useful citizen, both in Haverhill and in Portsmouth, where he was born and where he lived the later part of his unusually active life.

WOODS-VILLE

In the spring of 1760 one Thomas Blanchard made a survey of the Connecticut River from No. 4 (Charlestown) to the mouth of the Ammonoosuc River for Governor Benning Wentworth. In the Haverhill charter, granted in 1763 by Governor Wentworth, a tract of 500 acres of land was reserved in the northwest corner of the town for the governor and was known as the Governor's Reservation. Among business items of the second meeting of town proprietors September 26, 1763, a surveyor, one Benjamin Whiting, was engaged to lay out the town. He established the governor's farm, which later became the village of Woodsville.

Just when the locality officially took its name is uncertain. In 1844 a proposed railroad from Concord to Woodsville was incorporated. Regular trains began to run July 4, 1853 between these two points. But how the name came to be is not quite definitely known.

In 1774 several proprietary rights were sold for non-payment of taxes, among which was the Governor's Right purchased by Moses Little of Newbury, Mass. for \$38.00. He was one of the grantors of Newbury, Vt., and also of Littleton, for whom that town was named. Governor Wentworth died in 1770, unaware of the value of his Haverhill right.

In 1782 Colonel Little deeded nearly 600 acres, which included the Governor's Farm to his minor son, Moses Little, Jr., who in 1795 sold 37½ acres in the northwest corner to one William Abbott; it was he who settled here and cleared the land for a time known as the Abbott Farm. A mill privilege near the mouth of the Ammonoosuc was on this property. A small part of the mill privilege was in Bath; in all it contained about five and one-half acres and was purchased by Isaac Smith and Moses Campbell in 1809 for \$400. They sold to Miles Olcott of Hanover in 1816, who built a dam across the river and then a saw mill.

In 1827 he sold to one William Styfield, subject to a lease held by one John L. Woods and Samuel Hutchins and son of Wells River, Vt. Shortly before this later transaction Woods had purchased all the William Abbott Farm of 37½ acres except the mill privilege and two small houses. In 1829 the highway bridge was built over the Ammonoosuc River between Haverhill and Bath, at a cost of \$2,400.00, divided equally between the two towns.

In 1830 Woods bought the mill privilege containing five and one-half acres covered with a heavy growth of white pine. This was the heart of the present village of Woodsville on both sides of the present Central Street.

The same year about 380 acres, being the remainder of the Governor's Reservation, was sold by Little to Russell King (great grandfather of the author) for \$6,000.00

John L. Woods was born in Corinth, Vt. in 1791. He came to Wells River, Vt., when he was 21 and worked for Timothy Shedd who operated a tannery and made harnesses, boots and shoes. Also, he had a lumber business with a saw mill on the dam across the Wells River. Woods became a valuable citizen of Wells River. He settled estates, he owned land, he was one of the town listers in 1822 and 1823. E. Chamberlin sold his ferry rights to John L. Woods in 1817. He had a ferry business between Wells River and what is now Woodsville until the bridge over the Connecticut River was opened in 1820 (last bridge went out in 1812 freshet).

Mr. Woods was also interested in the attempted navigation of the Connecticut River, and in 1824 was one of four incorporators of the Connecticut river company, which never proved a success, although attempts were made to operate steamboats on the river. In 1830 he moved across the river where he owned some land. He developed a very successful lumber business and a general store near his saw mill, which building later became the residence of Isaac K. George, and today is the American Legion Home.

Mr. Woods is known to have been a man of strong character, a good hearted and very charitable man. He was often described as a man of excellent judgment coupled with unusual business ability and integrity.

He married Mary Ann Swasey of Bath in 1826. They lived in Wells River until 1830, and across the river in Woodsville until his death 25 years later. They had three children, one born in Wells River in 1828, one born in Woodsville in 1831, and a son, John L. Woods, Jr., born in Woodsville on June 8, 1838. The first two children died at an early age, while the son, John L., Jr., lived for many years in Chicago where he moved as a young man and where he died in 1913.

John Woods, Sr., lived in Woodsville until his death on March 15, 1855 at the age of 64. He was first buried in the area just east of the present Butson Block, north of the railroad underpass. On May 3, 1904, a disinterment permit was issued to Arthur C. Clough to remove his body from a private cemetery in the town of Haverhill to the Horse Meadow cemetery. On the same date a similar permit was given Arthur C. Clough to remove the body of Mary Ann Woods, aged 2, date of death Feb. 14, 1834 from a private cemetery to Horse Meadow. On the same date a third permit was issued to Arthur C. Clough to disinter the body of Mary Ann Woods, aged 72, date of death June 29, 1874 in Illinois, and bury it in the "same" cemetery. It is known that Mrs. Woods spent her last days with her son in Chicago but it

is assumed her body was brought here for burial but not in the private cemetery where her husband and one child were located.

A present day reminder of John L. Woods is the house at the foot of the hill just south of the court house on the east side of the road. Old records show that a vote was taken in a school meeting on Jan. 29, 1848, by the voters of District No. 13, Woodsville District: "To raise \$225.00 to purchase the school house built by John L. Woods, furnishings, stove, outbuilding, etc." This was the first school house in Woodsville. It is still standing although its condition has been changed many times. In 1848 its location was described as being at the foot of Clay Hill (now South Court Street).

Obviously WOODSVILLE was the most logical name for the village which owed more to John L. Woods as its founder than to any other man who had lived there prior to 1853 when the railroad came in. What a thrill the coming of the railroad must have been to Mr. Woods. Since he lived less than two years after that historic event, he could never have dreamed of the development which would take place in HIS village during the next one hundred and ten years.



Railroad YMCA building on site of present postoffice.

HAVERHILL NEWSPAPERS (1799)

Just when the first printing press was available in the Town of Haverhill is uncertain. It definitely was before 1800. The record shows that one Alden Spooner came to Hanover from Connecticut with a printing press during the Revolutionary War. Sometime after that a small press was brought into Haverhill. Proof of this is the publication of a weekly newspaper at Haverhill by one David Coverly for six months prior to 1800. Also one Mosely Dunham printed several issues of a little magazine at about the same time. Next in 1808 the *Coos Courier* appeared for a short time. Then in 1810 the *Haverhill Advertiser* was published by T. L. Houghton for three months.

In November, 1820, Sylvester T. Goss founded the first newspaper of any permanency. It was called the *Grafton and Coos Intelligencer*. After two years its name was changed to *New Hampshire Intelligencer* and *Grafton and Coos Advertiser*. Three years later the name was abbreviated to *New Hampshire Intelligencer*, which later suspended publication in 1827. This was a four page paper which sold for \$2.00 a year payable half in cash and half in produce. No subscription was taken for less than one year.

Beginning in November, 1822, Mr. Goss also published a religious paper called *The Evangelist*. This was an eight page paper issued once every two weeks, and sold for 50c a year. It too was of short duration.

In an effort to keep his bills paid, Mr. Goss sold several patent medicines such as botanical drops, ointment for the itch, corn plasters, and asthmatic pills, all of which advertised regularly in his paper.

However, in 1827, the presses and material were purchased by John R. Reding who came here from Concord. He established the *Democratic Republican* in June, 1828 which he successfully edited until he was elected to Congress in 1840, when his brothers took over and continued the paper until 1863. This newspaper was probably the most influential publication in the northern part of the state during its thirty-five years' existence.

John Reding was well qualified to operate a paper. He served his apprenticeship under Isaac Hill of the *New Hampshire Patriot* in Concord, and later married his sister. Reding also worked on the *Boston Post* before coming to Haverhill. Reding and his paper were outspoken democrats. He once had a libel suit brought against him by a Whig (Caleb Morse) which was tried four times. Morse finally got a judgment for 1c. The fact that Morse never held any political office afterward, and that Reding was elected to Congress six

years later, indicates that in politics at least Reding came out better than Morse.

Other early attempts to print newspapers in Haverhill were the *Masonic Cabinet* which lasted two years; also the *New Hampshire Post* and *Grafton and Coos Advertiser* which later removed to Lebanon where it was known as the *Granite State Whig*—probably the forerunner of Lebanon's present paper *Granite State Reporter*. Several other attempts were made to operate a paper. *The Whig and Argus*, *Haverhill Herald*, *Budget of Fun*, and the *Oliverian* all were of short duration.

In 1882 W. Coul Mahurin bought all the equipment of the *Democratic Republican*. He had learned the trade working for the Redings in 1859-60. His publication was called the *Grafton County Signal*. After two years he sold out to John W. Dunbar, principal of Haverhill Academy, who continued it for one year. Then he had it printed at Hanover, next at Littleton, where it finally was merged with the *Littleton Republic Journal*.

In 1883, the *Woodsville Enterprise* was established by W. H. Pringle. The *Grafton County Register* was first published by the Bittinger Brothers in Haverhill January 1, 1886. They were sons of Reverend J. Q. Bittinger who wrote a history of Haverhill. They were both graduates of Dartmouth College. They operated the Cohos Steam Press which had fine up-to-date equipment and became a very successful printing business. They purchased the *Woodsville Enterprise* and consolidated it with their paper, *The Grafton County Register* in 1890 under the name of the *Weekly News*. The first issue was August 22, 1890. They built a brick block at the west end of Main Street in Woodsville and moved the Cohos Press there. In 1898 the Bittingers sold *The News* to William F. Whitcher, another Haverhill historian, and removed to Plymouth, Massachusetts.

W. F. Whitcher came from Boston where he had been on the staff of the *Boston Traveler and Advertiser* for eighteen years. He was editor-in-chief of the *Traveler* for several years. He changed the name of the paper to *Woodsville News* when he took possession November 1, 1899. He continued as sole editor and manager until March 1, 1916. It became a strong Republican organ and was widely quoted throughout the state.

On March 1, 1916 Mr. Whitcher sold his paper to the Woodsville Publishing Company under the management of F. Earl Thayer who had been foreman in the composing room for four years under Mr. Whitcher. Mr. Thayer continued to publish the *News* until 1945 when he sold out to a rival local paper, *The Times*, and again a consolidation with change of name took place. This time the new publication was called the *News Times* which has changed management once and is now our local weekly paper.

Thus we see our local paper has a continuous record since 1883 for a period of almost 70 years, the longest in the town's history. Also it is clear that while numerous papers were printed in the town during the past 160 years, the two outstanding ones are the *Democrat-Republican* published by the Reding family for over thirty-five years, and our present paper published by the Bittings, Mr. Witcher, Mr. Thayer and Mr. Andrews, the present owner.

HAVERHILL'S MANY BRIDGES

Today, New Hampshire has 54 covered bridges which are still in use. Two of these are in the town of Haverhill, one over the Connecticut River from Haverhill to South Newbury, Vermont, and the other over the Ammonoosuc River from Woodsville to the town of Bath. The early history of bridges in Haverhill is a monument to the courage of the early settlers here, and shows how they overcame great set-backs. The story of rebuilt bridges over the Connecticut River is positive proof of the sturdy qualities and the dogged determination of these former citizens.

Middle Bridge—1796—Keyes

The thirteenth bridge over the Connecticut River between New Hampshire and Vermont was built at a point north of the mouth of the Oliverian in 1796 by Moody Bedel. This was known as the Newbury-Haverhill Bridge, later as the Middle Bridge, and, in recent years, as the Keyes Bridge.

Moody Bedel was the third child of Timothy Bedel, an early settler in Haverhill, and a Colonel in the Revolutionary War. Moody Bedel was born in Salem, Massachusetts, May 12, 1764, and his sister Anna was born in Haverhill, New Hampshire, October 20, 1766. It appears certain Moody came here when he was less than two years old and remained here until his death in 1841. He was twice married and had nine children by each wife. He was one of Haverhill's outstanding residents during his life. He served many terms as town moderator, selectman, and representative to the General Court.

In 1791, the town voted exclusive ferry rights over the Connecticut River near the mouth of the Oliverian Brook to Moody Bedel. At the same town meeting, Er Chamberlin was given similar ferry rights to the upper ferry near the mouth of the Wells River. The ferry business was apparently profitable, and toll bridges were soon being discussed.

In 1796, Moody Bedel built the first toll bridge for Haverhill over the Connecticut River north of his ferry. This washed out in 1798 and was re-

built the same year. Seven years later, the second bridge washed out, and a third was built sometime between 1805 and 1809 on the site of the present bridge. The third bridge went out in the flood of 1822. The fourth bridge was built in 1834 at a cost of \$9,200. To raise this money, stock in a bridge company was sold. In 1895, new arches were added at a cost of about \$2,000. The old stock was called in 1898 and new stock issued.

In 1906, more repairs were needed. Stockholders were unwilling to put up needed funds. Henry W. Keyes, a selectman who later became governor of New Hampshire, and then our United States senator, bought up all the stock and offered to give it to the towns of Haverhill and Newbury if they would make the necessary repairs to extend the life of the bridge 20 years, and also agree to maintain it as a *free bridge*. It had been a toll bridge for 110 years. Both towns voted to accept the offer of Mr. Keyes. The bridge was repaired and freed in 1906.

In 1913, the spring floods and a big ice jam so damaged this historic covered bridge that it seemed unwise to repair it again. A new steel structure was erected and opened to the public on December 1, 1913. This fifth bridge is now in daily use, and its chief expense has been for paint and resurfacing. It is often known as the Keyes Bridge, and properly so.

Bedel Bridge—1805—South Newbury

The charter for a bridge between Haverhill and South Newbury, to be built within the limits of Bedel's ferry, was granted by the New Hampshire legislature to Moody Bedel and others, June 16, 1802. Of the one hundred shares of stock, Moody Bedel held thirty-five, and Captain William Trotter of Bradford, Vermont, fifteen. The first meeting of the stockholders was held May 9, 1805, at the house of Asa Boynton, innholder in Haverhill. General Bedel conveyed his ferry rights to the new corporation for the sum of \$900.

The first bridge, an open one resting on wooden piers, was built that same year by Avery Sanders for a contract price of \$2,700. Just when this bridge was carried away is uncertain, but at a meeting held September 4, 1821, steps were taken to rebuild the bridge which had been partially destroyed. The cost of rebuilding was a little less than \$2,600. This bridge stood till February, 1841, when it was again carried away. The ferry came into use again till 1851, when an open bridge supported by wooden piers was constructed, which lasted till the spring of 1862, when it was carried away by the high water resulting from the unprecedented depth of the winter's snow.

The next year a covered bridge was erected. It was of light construction and was strengthened by arches in 1865, which made the roadway narrow and unsafe. This bridge was demolished by a hurricane wind storm in 1866 and was replaced the same year by the present structure.



Bedel Bridge built in 1866.

In 1929, extensive repairs were made costing \$15,323.81, which were shared equally by the two towns. It has been known for more than a century as Bedel's bridge and now is often called the *South Newbury Bridge*. The selectmen of Newbury and Haverhill agreed with the proprietors of the bridge company for the purchase of all rights to operate as a toll bridge, after a long negotiation. On April 24, 1916, the two towns took title to this property and immediately freed it.

Wells River Bridge—1805

While the present Keyes Bridge represents the fifth at that location, and the present Bedel Bridge at South Newbury is the fifth to have been erected there, the present one between Woodsville and Wells River is the eighth structure over the Connecticut River at the north end of the two towns. In January, 1795, a charter was granted by the New Hampshire legislature to erect a bridge near Wells River. The time for completion of this was extended for seven years, but no bridge was erected.

The second charter for what has been known as the Wells River bridge for a century and a half was granted December 27, 1803, to Er Chamberlin, Ezekiel Ladd, James Whitelaw, Moses Little, Amos Kimball, William Abbott, and their associates. They were given the same privileges previously granted to Colonel Porter whose charter had lapsed. Chamberlin had for thirty years or more maintained a ferry here, and he was given a share in the charter to recompense him for the loss of his ferry privileges which were to revert to him

should the bridge be discontinued. The bridge was built in 1805, and the Vermont end was on the ledge of rocks above the mouth of Wells River. This was the first of the Wells River bridges.

It was an open structure resting upon wooden "horses," but in the spring freshet of 1807 it was carried away. The shares of stock sold at par in 1806. The rates of toll fixed by the charter were: "For each foot passenger, one cent; for a horse and rider, three cents; each chaise or two-wheeled carriage drawn by one horse, ten cents; one-horse wagon or cart drawn by one beast, eight cents; by two beasts, ten cents; each four wheeled carriage or coach, twenty-five cents; and two cents for each horse more than two; two cents for each animal except sheep and swine, which were one cent each."

Steps were taken at once to rebuild, and at a meeting held July 7, 1807, a tax of \$12.50 was levied on each share for the purpose of rebuilding. This amount proved insufficient and, on January 28, 1809, it was voted to assess a tax of \$24 a share, including the \$12.50 previously voted. Amos Kimball was the moving spirit in the erection of this bridge, and of the \$1,139 allowed in accounts for building, his bill for materials furnished and labor performed amounted to \$838.50.

He was the owner of a large farm comprising what were subsequently known as the Eli Evans, the J. P. Kimball and E. S. Kimball farms. He had great confidence in the stability of the bridge he had been so instrumental in building and offered to insure it against freshets for a term of years for a comparatively small sum. His offer was accepted, and when the bridge went out by a freshet in 1812, the loss fell on Mr. Kimball, causing him serious financial embarrassment.

No effective action was taken towards building a new bridge till the spring of 1819. The charter was extended by successive acts of the Legislature in 1813, 1815, and 1819.

The third bridge was built in 1820, south of the first two bridges, where William Noyes lived last, prior to the 1927 flood. Some of the old stone abutments on the New Hampshire side still exist. This bridge went out in 1850, but was rebuilt at once at the same location.

Two years later in 1852, the Boston, Concord and Montreal Railroad was completing its tracks to Woodsville and wished to cross the Connecticut to form a junction with the Passumpsic Railroad. The latter corporation did not want this junction and was doing all in its power to prevent it. The bridge company owned franchises which would be of service to the New Hampshire road in accomplishing its purpose of crossing the river. Though the toll bridge had been rebuilt but two years previously, it was of an unsatisfactory character, having to be weighted with stone to resist the pressure of high water.

A new bridge was needed. A free bridge was desirable, but there seemed, as there also seemed some seventy years later, to be no way of securing it. A contract was, therefore, entered into between a committee of the bridge corporation and a committee of the railroad, a contract later ratified by both corporations, which gave the bridge proprietors a new bridge without any expenditure on their part, and the railroad a right of way into Vermont, enabling it to form a junction with the Passumpsic at Wells River.

The railroad agreed to construct for the bridge proprietors a bridge, opposite the village of Wells River, with all necessary highways and approaches, for the accommodation of public travel, to be for the sole use of the proprietors of the Wells River bridge for the purposes of a toll bridge. The bridge was to be so constructed that if the railroad should wish to run their cars and engines over the same, they might do so by constructing a track for that purpose on the top or upper chords of the bridge, while the lower chords and approaches to the bridge were to remain unencumbered by such construction and the running of railroad cars. The bridge was to be forever kept in repair by the railroad, except the flooring of the highway. The bridge company was to issue to some person or trustee for the railroad, fifteen shares of its corporation stock, to be on a par per share with the already existing forty-eight shares of bridge stock.

The new bridge was completed and opened to travel March 2, 1853. Its cost, including the approaches and several rods of highway to connect with what was the old ferry highway, was about \$20,000. The material used in construction was of the best. The frame was selected from old growth white pine cut in the town of Whitefield, and when taken down in 1903, was still sound, showing no signs of decay except on the ends of the arches. The bridge was what is known as "the Burr truss," and at the time of its construction was the only one of its kind. It was also the longest single span in the United States.

This wooden bridge was used by the railroad on the top level, and by the public at the lower level, for 50 years. It had extensive repairs in 1868, and new arches were added in 1878. In 1903, the Railroad acquired all the stock in the bridge company and built a new steel bridge which was opened to the public in February, 1904. It was still a double-deck toll bridge.

As traffic increased on the lower deck, and as grease from the railroad locomotives dropped from the upper level on those riding in open vehicles below, there was much agitation for a new *free* bridge. In 1916, Haverhill and Newbury voted to authorize the selectmen of the two towns to build a *free* bridge. Both towns contributed to the cost in proportion to their valuation at

the time. New Hampshire and Vermont also paid \$8,000 each, and Grafton County and the town of Ryegate also contributed.

This new free bridge was opened with very appropriate ceremonies on October 15, 1917. Its cost was about \$65,000. This was the seventh bridge at this location, and was destined to serve the public need for only seven years, as it was practically destroyed in the 1922 flood on April 12. The cause for its downfall was the undermining of the two piers in the middle of the stream, which were not based on "solid rock" as required in the original specifications. This was clearly established by costly litigation in the federal court.

Once again, the two towns and both states agreed to rebuild, and the present suspension bridge was built in 1923 at a cost of \$82,863.00 which included some costs of removing the old bridge from the river and of planking the lower level of the railroad bridge for use of the public during construction of the new one.

Another charter was granted by the New Hampshire legislature in 1809 for a toll bridge over the Connecticut River between Haverhill and Newbury. It was to be erected between Horse Meadow and the Ox-bow in Newbury, at some place within one-half mile above or below the ferry of Col. Asa Porter. He was one of the proprietors. This bridge was never built, and the charter was forfeited.

The covered bridge over the Ammonoosuc River between Haverhill, at Woodsville, and Bath was built in 1829, at a cost of \$2,900, equally divided between the two towns. While it has had major repairs on several occasions, it is, at present, our oldest bridge and in substantially its original form. The sidewalk for foot passengers was added on the north side after the 1927 flood when other major repairs were made.

Thus, we find Haverhill has built, within a period of 159 years, a total of 19 major bridges at costs ranging from \$2,700, 150 years ago, to about \$72,000, 32 years ago. It is doubtful if any other New Hampshire town has had a bridge building program during the past century and a half which can compare with that of the town of Haverhill.

It is interesting to note that all three Connecticut River bridges were toll bridges for over 100 years. Keyes Bridge (middle) was built first (1796), and freed first (1906). The South Newbury bridge was built next (1805) and freed second (1916). Wells River bridge was opened in the fall of 1805 and freed in fall of 1917. They were freed in the same order that they were built.

The history of Haverhill's three Connecticut River bridges features two outstanding men in the early development of Haverhill and Newbury. They were Moody Bedel and Er Chamberlin.

Er Chamberlin moved to the Town of Newbury in 1762 and to Wells

River in 1770, at 26 years of age. Moody Bedel came to Haverhill in 1766, and lived there most of his life (77 years). Er Chamberlin moved from Wells River to Ryegate in 1808 and died in 1830, aged 82.

These two men operated successful ferries for many years across the Connecticut River. Bedel had rights near the Oliverian Brook and Chamberlin at the mouth of Wells River. They had to be considered when toll bridges were built since it put them out of the ferry business. Both reserved their ferry rights in case the bridge washed out, and both took stock in the bridge corporation as pay for loss of ferry rights.

Each had two wives, and nine children by each wife. Er Chamberlin was buried in Ryegate (Whitelaw Cemetery), and was later moved to Wells River Cemetery. He was a Revolutionary War veteran. Moody Bedel was also a Revolutionary War veteran and served in the regiment of his famous father, Col. Timothy Bedel.

200 YEARS AGO

Doubtless few people today consider that the white men captured by the Indians in the Deerfield Massacre of 1704 and 1709, or white men present at the surrender of Montreal in 1760, or such famous men as General John Stark and Major Robert Rogers of Ranger fame, had a real connection with the earliest history of the Co(h)os area. This brief article will indicate a connection in each case, and how their flattering description of the area served to stimulate interest in its later settlement.

Another man who deserves mention here is Captain Benjamin Wright, whose father, Samuel Wright, was killed in an Indian raid in Northfield, Massachusetts in 1675. This caused Benjamin Wright to become a determined Indian fighter. In February, 1708, he led a small scouting party up the Connecticut River to the Wells River, where one Captain Wells had been in the fall of 1704 in an attempt to ransom captives taken at Deerfield, Massachusetts, February 29, 1704. The Wells River was named for him. Again, in May 1709, Captain Wright made the same trip up the Connecticut River to the Wells River, and later was paid a bounty for two Indian scalps by the Massachusetts General Court. Later, in 1725, he led a party of 59 to the Wells River; thence to the *big lake* (Champlain), and back home on September 2, via the Wells River.

Prior to 1750, it appears probable that few, if any, other white men visited the area. It was well and favorably known to many Indians who traveled widely as Coos Country. After the burning of Deerfield, Massachu-

setts in 1704, some white captives, including Rev. John Williams, were taken to Canada via the Connecticut River route. Deerfield was raided again in 1709, and one Thomas Baker was captured and taken up through this area.

Both Baker and Rev. Williams returned from Canada via the Coos Region. In 1710, Baker led a group of 34 men up the Connecticut River to the mouth of the present Oliverian, then followed it to present Glencliff, and down a river, later named for Baker, through Warren, Wentworth, Rumney, and Plymouth. These early white visitors gave favorable reports of the Coos Region.

The continuous warfare between France and England, with the French colonists and their Indian allies in open hostility with English colonists in America, is a reasonable explanation for few white visitors prior to 1750. England and France signed their Peace Treaty in 1748. New Hampshire began planning to settle the Connecticut Valley. Charlestown, known as No. 4, was re-established. In the summer of 1751, a scouting party is reported to have made a trip up the Connecticut River from No. 4 as far as the Ammonoosuc River (Woodsville), making a thorough examination of both sides of the river.

In the next few years, several events occurred which had much to do with the growing reputation of Coos as a very desirable place to establish a white settlement. In the spring of 1752, John Stark, later the famous General John Stark of the Revolution at Bunker Hill, and again at Bennington, with his brother, William Stark, and two others were on a fishing trip. John Stark and one Amos Eastman were captured by Indians near Rumney and taken to Canada via the Coos region. They escaped and returned by the same route to Ox-bow, then back to Concord, via the Oliverian and Baker rivers.

Early the next year, 1753, Governor Wentworth sent a company of 16 men from Concord (Rumford) to the Coos region with John Stark as guide. They reached the Connecticut River on March 17. They camped there just one night and returned to Concord to avoid any encounter with Indians.

In June 1754, Captain *Peter Powers* led a company over the same route established by Stark the previous year. In fact, Powers went up the Connecticut River as far as Lancaster, and back on the west side of the river, crossed it where the Keyes' Farm is now located, and returned to Concord over the same route used when he came north. Powers made a fine report of the Coos region, its fertile valley, and an area cleared by Indians ready to cultivate. However, the French and Indian War broke out and delayed all plans for occupancy of this new country.

In 1759, Major Robert Rogers and some of his rangers returned from St. Francis in Canada to the Coos region, thence down the Connecticut River

to No. 4. Some of his men died here and their remains were later found by early settlers. It was probably their flowery reports about this region which prompted Governor Wentworth to hire one Thomas Blanchard in the spring of 1760 to survey the Connecticut River from No. 4 to the mouth of the Ammonoosuc River. The survey party came up on the ice, and marked out townships on each side of the river every six miles, except to the north end which had about seven miles, and so Haverhill and Newbury were made larger. This discrepancy in size caused a bitter controversy between the towns of Haverhill and Piermont for some 48 years.

Also, in the spring of 1760, Governor Wentworth sent a New Hampshire regiment to Canada to assist in the conquest of Montreal by the British. The actual surrender came on September 8, 1760.

Four New Hampshire officers who saw action at Montreal returned via the Connecticut River valley, and spent several days resting on the Ox-bow meadows. The Coos region attracted their attention, and they decided to apply for two charters for towns on opposite sides of the Connecticut River after their return home. These officers were Lt. Colonel Jacob Bayley, Captain John Hazen, 1st Lt. Jacob Kent, and 2nd Lt. Timothy Bedel. Two other groups were ahead of them in making application to Governor Wentworth for a charter of the Coos region, but in 1763 Hazen and Bayley won out.

They had re-examined the area in the summer of 1761, and agreed that *Hazen* and his friends should settle on the *East* side on the Connecticut River, Bayley on the West. Hazen sent three men in October 1761 to start the settlement of the Haverhill township. They were doubtless the first white men to spend a winter in the Coos area.

This article has included most of the documented information relating to white men who visited this region prior to 1760. Doubtless there were other hunting parties which visited this area but which historians never recorded. It appears clear that the men mentioned here are the ones who first knew about the Coos region, and they were favorably impressed.

Also, it is quite obvious that the country near the Connecticut River was familiar to many Indians. They knew all about the salmon runs every spring, and of the good supply of *deer*, *bear*, and *moose* in the area. They had named it "Auinne-Attuck-Auke" meaning Long-Deer-Place, and pronounced "Connecticut." They came long distances to hunt and fish here, and had no doubt been doing so for many, many decades before 1760, when the first white men decided to settle the region as soon as legal arrangements could be completed.

NATIONAL BANK OF NEWBURY (1833-1963)

While the earliest banking facilities of this area were at "The Corner," both the "Coos" Bank and the "Grafton" Bank were unsuccessful. Their stockholders suffered very heavy losses which apparently discouraged the organization of another bank in the town of Haverhill for nearly a half century. During this period the area was served by the "Bank of Newbury" at Wells River which was incorporated by the Vermont legislature on November 2, 1832, and opened for business May 21, 1833.

For a period of 130 years (from 1833 to date) this bank has served a wide area comprising the towns of Newbury and Ryegate in Vermont and Haverhill and Bath in New Hampshire, with many customers outside these four towns. During the first year of its existence, it did business in the "Leslie" House now owned by Clayton S. Gould, on the west side of Main Street. In 1834 a lot was purchased and a small building erected on the site occupied by the present bank. Both the lot and building were enlarged in 1875. Extensive remodeling took place in 1912 and again in 1951.

The original "Bank of Newbury" was merged into a national bank and on May 21, 1865 began doing business as "The National Bank of Newbury at Wells River" exactly 32 years after it was opened in 1833. This change was put into effect without the change of an officer or employee.

Residents of Haverhill and the surrounding New Hampshire towns have not only been borrowers and depositors of this bank during its long years of service to the area, but they have also been stockholders, employees and officials of it. To mention a few: E. Bertram Pike served as a director from 1898 to 1926, a period of 28 years, the last seven of which he served as president of the bank; Scott W. Mann has been an employee since 1915 and served as cashier from 1935 to January 1962, when Seth N. Eastman was elected. Scott Mann has served as a director since 1944 and H. K. Davison since 1929. The late Tracy L. Robie was an employee for over 38 years and served as teller for the last 26 years of his life. Bernice E. Smith is a present employee with many years of faithful service.

TRAVEL, TRAILS, AND TRIALS

Prior to the capture of Quebec in 1759, and the fall of Montreal in September, 1760, the northern wilderness was considered unsafe for settlement and development. After this, there was less fear of raids and massacre by the French and Indians who came down from Canada. Many people in the southern area of what later became New Hampshire were impatient to take possession of the Coos region, speculate in its land, and encourage others to move here with promises of a bright future for those who became the first hardy pioneers.

The only way to reach the area, prior to 1760, was on foot by following marked trails along streams which had been used by Indians, who had frequented the Connecticut River valley for many years. Thanks to John Stark, Captain Peter Powers, and Colonel Lovewell a trail had been marked from Rumford (later Concord) to the Coos Country by Newfound Pond, the Baker River, then west of Lake Tarleton down the hill to the Oliverian Brook. Also in March 1760, Tom Blanchard surveyed the land from Fort Number 4 to the mouth of the Ammonoosuc River, by traveling up the Connecticut River on the ice. Thus, a new route was made known by following the river on the east bank.

When Haverhill was chartered in May, 1763 the only means of reaching the Coos region was over these trails on foot. The first settlers wanted to keep in touch with the outside world and they hoped others would follow them to settle in the area. Also, they needed tools, supplies, and furniture. To accomplish this the trails were slowly improved so that people and supplies could be brought in on horseback. Later, it became possible to drag supplies along these trails on sleds in winter or up the river on ice.

As early as June 2, 1763, Captain Hazen and Colonel Bayley appealed to the Provincial Assembly "for a road to Coos from the south." Governor Wentworth was ambitious to bring trade to Portsmouth and to build it into a big and important city. The Governor was favorable and in December, 1763, he signed an act directing that a highway be built from Durham to the new settlement called Coos. Nothing further was done about it for two years. The problem was, who should pay the taxes to build this highway of 100 miles through forests, over mountains and across streams. Also, there were towns on the route without a settlement and they would pay no taxes to help finance the project.

In January, 1765 another act was passed with the same title as that in

June, 1763. It provided for a committee of three to lay out the road. The committee reported in July, 1768 that the road was "laid out." Next the committee had authority under the act to order the way cleared so that teams could pass over it. Each township and land grant holder was to build across their land, at their own expense. If they neglected to perform their duty within six months, the committee was directed to sell enough land of the delinquents to pay their share of the cost of the road.

The committee named by Governor Benning Wentworth in January, 1765 were Richard Jenness of Rye, New Hampshire, a member of the Provincial Assembly, Captain Hazen of Haverhill, and John McDuffee, a surveyor who later became the surveyor of Orange County, Vermont and settled in Bradford, Vermont.

Not too much is known of the exact route of this road, but it seems clear it started at Durham Falls and terminated at the *Ox-bow* meadow where Captain Hazen lived. It was not opened for teams in 1771 as Governor John Wentworth, who succeeded his Uncle Benjamin Wentworth in 1766, rode on horseback to the first Commencement exercises at Dartmouth College in 1771 over the Coos road then a bridle path to Haverhill and down the trail along the Connecticut river to Hanover.

Later this route was made passable for ox teams. From Indian trail to a passable way was real progress two centuries ago. Details of its further development are not definite. However, in 1954 the Daughters of Colonial Wars dedicated several markers, including one at North Haverhill which was called the north end of the "Coos Road," the third Province Road authorized by the Province of New Hampshire.

The first road from Haverhill Corner was known as the Plymouth Road. It followed much of the same course which later became the "Coos Turnpike." It started from the Common at Haverhill, thence easterly over St. Clair Hill, thence southerly past Lake Tarleton, over the heights to Warren and then along the "Coos Turnpike." Its construction and opening for public use in 1808 is included in another chapter.

Prior to this turnpike, ox cart transportation was the best to be had. It is reported that the first ox cart trip from Haverhill to Plymouth and return was made in 1772. These trips were slow and very rough in good weather, and in mud season and wet weather they were much more difficult and unpleasant. Travelers frequently had to put up for the night in old log huts along the route.

It is of interest to contrast the cost of building the turnpike in 1807 with that of modern highways. The difference is from \$1,000 per mile to \$1,000,000 per mile. Also, in this period \$600 was the average amount raised in

town meeting to build and repair roads in Haverhill as compared to \$25,000 today.

We had no roads 200 years ago, only Indian trails. In the first 50 years we got one passable road to Plymouth. In the next 50 years the railroad came to the north end of the town of Haverhill, and Woodsville was started. During the next 100 years highways have been constructed in all directions. The railroad has been abandoned from Plymouth to Woodsville. The automobile and truck have taken over most of our transportation problems.

HAVERHILL – NEWBURY

The Truly Twin Towns

The most common definition of the word *twin* in our modern dictionary is, "Born at the same birth." This is an attempt to show how these towns were chartered, and circumstances leading up to the event of their actual settlement.

Survey. Early in the spring of 1760, Governor Benning Wentworth hired Thomas Blanchard to survey the Connecticut River from No. 4 (Charlestown) to the mouth of Ammonoosuc. The survey party worked their way up the Connecticut River on the ice in March, establishing boundaries every six miles in a straight line on each side of the river. By this survey, Thomas Blanchard set up the northern town on each side of the Connecticut River, with about seven miles between the southern boundary and the northern limit which had been predetermined as the mouth of the Ammonoosuc River.

Surrender. During the summer of 1760, a regiment of New Hampshire troops was sent by Governor Wentworth to aid in the conquest of Canada. It took part in the siege of Montreal and its surrender on September 8, 1760. Four officers who served in this New Hampshire regiment, under command of Colonel John Goffe, were permitted to return home after Montreal had fallen.

Surprise. Lt. Col. Jacob Bayley, Captain John Hazen, 1st Lt. Jacob Kent, and 2nd Lt. Timothy Bedel came from Montreal to the Ox-bow meadows, probably early in October, 1760. They spent several days here examining the entire valley on both sides of the Connecticut River. It is quite certain that these men had good descriptions of this attractive area before they left New Hampshire for the trip to Montreal. Among others known to have been here prior to 1760 were several of Rogers' Rangers who stopped here on their return from St. Francis in Canada in the fall of 1759.

Bayley and Hazen and their companions were so surprised and impressed by what they saw that they determined to apply for charters for two towns on opposite sides of the Connecticut River. Their valuable military service, and some influential relatives and friends, gave them great favor with Governor Benning Wentworth. Two of these were Moses Little, a brother-in-law of Bayley, and Moses Hazen, a brother of John Hazen.

Scramble. For the next two years there was a real scramble to get possession of this Coos region. Some writers expressed the opinion that Hazen and Bayley received positive assurance that two charters would be forthcoming. At least a move by Hazen and Bayley to interest someone to move into the territory was made in the summer of 1761, after they had revisited the valley and made their plans for settlement. They agreed that Hazen should have the township on the east side of the Connecticut River, and Bayley the west side.

Hazen returned to Hampstead and engaged three men (John Pettie, Michael Johnston and Abraham Webb) to drive some cattle to the Coos area. They left in August, and came to No. 4 and up the Connecticut River, following a spotted line near the river. They cut hay from clearings on both sides of the river. They built rough shelters for themselves and stock. They were doubtless the first white settlers to spend a winter in Haverhill. It was a long, cold, and lonesome winter. In addition to caring for the livestock, they built a canoe to use going down-river in the spring. Also, they broke some of the steers to the ox-yoke so they could be used for ploughing and other work in the spring.

Settlement. Hazen arrived early in the spring of 1762 with a small force of men. They brought with them material needed to construct a primitive saw mill and a grist mill. Soon after Hazen arrived, Michael Johnston and John Pettie started down-stream in their new canoe. They capsized near the mouth of White River, and Johnston was drowned. Pettie survived but never returned to Haverhill or Newbury. Webb was drowned in the Connecticut River the next year and was the first man buried in the Ox-bow cemetery.

During the summer of 1762, Major Joseph Blanchard and Oliver Willard applied to Governor Wentworth for charters to the same Ox-bow townships but were denied after a real hassle. Apparently, it was felt that Bayley and Hazen had prior claims. However, when the charters were finally executed to Bayley and Hazen, it was insisted by Governor Wentworth that some few already on the land in the interest of Joseph Blanchard and Oliver Willard be allowed to stay somewhere in the area.

CHARTER FACTS

May 18, 1763—Town by name of "Haverhill."

May 18, 1763—Town by name of "Newbury."

Both signed by Benning Wentworth and by T. Atkinson, Junior Secretary.

Hazen first named in Haverhill Charter.

Bayley second named in Haverhill Charter.

Bayley first named on Newbury Charter.

Hazen second named on Newbury Charter.

Also, Jacob Kent and Timothy Bedel were included in both charters.

First meeting of Haverhill proprietors, June 13, 1763, at the inn of John Hall, Plaistow, New Hampshire.

First meeting of Newbury proprietors, June 14, 1763, at the inn of John Hall, Plaistow, New Hampshire.

Jesse Johnson elected clerk of both.

Jacob Bayley a selectman of Haverhill.

John Hazen a selectman of Newbury.

Certainly they are Twin Towns "Born at the same birth."

THE RAILROAD COMES TO TOWN (1853)

Not many people realize that the first railroad in this area was opened to Wells River from White River Junction and points below in November, 1848. The station was where the old freight house is located, south of the village. This line was later extended to St. Johnsbury and opened November 23, 1850.

The Connecticut and Passumpsic Rivers Railroad was organized at Wells River, January 15, 1846. Erastus Fairbanks of St. Johnsbury was elected president. He was one of the leading citizens of that area for many years. His brother, Thaddeus Fairbanks, had invented the platform scale in 1830 and a year later the firm of E. & T. Fairbanks & Company was organized with Erastus Fairbanks as president, an office he held continuously until his death in 1864. Also he was twice elected governor of the state of Vermont, in 1852 and in 1860.

The name Erastus Fairbanks is apparently an explanation of the fact and reason for it, that the railroad came so early to Wells River and of course was extended to St. Johnsbury to enable him to ship platform scales to all parts of this country. He was one of the original directors of the Bank of Newbury at Wells River.



Old toll bridge with railroad on top.

Thus it is clear that the railroad came to Wells River over $4\frac{1}{2}$ years before it came into Woodsville. The Boston, Concord & Montreal Railroad was incorporated in 1844, included only a line between Concord and the town of Haverhill. Originally as surveyed in 1845, the line would go to a point on the Connecticut River opposite Haverhill Corner. There it would cross the river to connect with the Passumpsic.

By October, 1848, the line was built and operating to Lake Village (now Laconia). Passengers could take a stage from there to Plymouth, Haverhill



Photo loaned by Edward Clark

A typical wood-burning locomotive.



View of railroad tracks and Central Street in Woodsville.

and Littleton. By January, 1850, the road opened to Plymouth, and in June, 1851, it came to Warren Village. Cutting through the big ledge at Warren Summit took a year and a half and cost over \$150,000. The road was finally opened to East Haverhill in the late fall of 1852.

The first plan was to follow down the Oliverian and cross the Connecticut River to South Newbury, just above the Bedel Bridge. This was abandoned in favor of a better crossing place into Vermont at the present site of the railroad bridge between Woodsville and Wells River. There was violent opposition to the line entering Vermont by the Passumpsic line. First, it was argued that the Boston, Concord & Montreal could not acquire land in Vermont. Next it was claimed they must have a charter in that state to own land there. Then the court was asked to rule that as a foreign corporation it could not own land, but the court ruled in favor of the Boston, Concord & Montreal.

Finally the Boston, Concord & Montreal worked out a clever deal with the Wells River Toll Bridge Company to solve the dilemma. In brief the toll bridge company had exclusive rights to build a bridge and the Boston, Concord & Montreal agreed to build a bridge for the company which could serve both. It would carry the railroad on top and the public underneath. For details of this trade see chapter on "Haverhill's Many Bridges."

To summarize, it was just 90 years from the date of the charter of the town until the railroad had reached the northern end of it and had made its connection with the line at Wells River. As we look at the situation in retrospect over a hundred years later, it is obvious that the bridge connecting

Wells River and Woodsville was more important than had been recognized. Without it there would be no railroad transportation facility out of Woodsville to the west and south. Probably the line to Berlin would also have been abandoned had there been no bridge over the Connecticut River.

It should be recalled that the railroad came to Woodsville when it was but a very small settlement with few houses, a country store, and a saw mill, both operated by John L. Woods, in whose honor the railroad named the village. (See "Woods-ville" Chapter.)



President Grant's special train on Woodsville-Wells River bridge.

TWENTY SCHOOL DISTRICTS

The earliest record of a school appropriation was in March, 1773, when it was voted to "hire a master to keep a town school this present year." Similar action was taken in each of the next two years. Where the school was conducted is not known, but it was probably at Ladd Street, Haverhill Corner, or Horse Meadow, perhaps alternating between them.

In 1786 the town was divided into four school districts: No. 1, from Piermont line to the Oliverian (Haverhill Corner); No. 2, from Oliverian to south line of Fisher farm (Ladd Street); No. 3, to bridge leading to Col. Howard's Island, (No. Haverhill); No. 4, to Bath line (Pine Plain).

These four districts were to cover all the area from the Piermont line to the Bath line along the Connecticut River. There were no school houses before 1787. By 1811 there was a school house for No. 1 at Powder House Hill, for No. 2 at Ladd Street, No. 3 at North Haverhill and No. 4 near Kimball farm.

Also in 1811, it was voted to increase the number of school districts but nothing was accomplished until 1815, when nine districts and definite boundaries were fixed. The first four districts appear to have remained with slight change, as follows: No. 5, Briar Hill; No. 6, near Benton line, Jeffers District; No. 7, Union District, included Piermont; No. 8, Pike (as now known); No. 9, Haverhill Center, at junction of County Road to Benton with Lime Kiln road.

As more families settled in the town it was found advisable to further subdivide the rest of the area not included in the existing nine districts. At its peak, Haverhill had twenty school districts with a school house in each. They were crude but compared favorable with those which other towns had at the time. These were as follows: No. 10, North and east of No. 9; No. 11, Briar Hill along road to Swiftwater; No. 12, Horse Meadow, Brick School house now a residence; No. 13, Woodsville; No. 14, East Haverhill, between No. 6 and No. 8; No. 15, County road near old stone Town House; No. 16, on Pond Road; No. 17, set off from No. 1, near Piermont line; No. 18, between "The Brook" and Pike; No. 19, between Ladd Street and North Haverhill, Powers District; No. 20, between No. 9 and No. 6, Lime Kiln District.

School appropriations are interesting. In 1800, \$33.00 was raised for four districts. In 1810, this had increased to \$500.00; in 1820, \$600.00;

in 1830, \$700.00; in 1880, \$1,730.00; in 1890, \$4,000.00; and in 1900, \$4,500.00.

With very inadequate records it appears that soon after the twenty districts were in operation, a new policy came into being, that of consolidation of districts. Over the years every one of the original districts was involved in unions with adjoining districts until by 1885 there were only two school districts in the town, one known as the "Haverhill School District" and the other as "Woodsville Union High School District."

In 1962, the Haverhill District raised by taxes \$119,055.00 and received from the State Aid and other sources \$33,335.00, making a total budget of \$152,390.00.

In 1962, the Woodsville District raised by taxes \$109,804.00 and received from State Aid and other sources \$81,797.00, making a total budget of \$191,601.00.

The cost of education has increased for Haverhill from \$33.00 in 1800 to \$1,730.00 in 1880, to a total of \$343,991.00 in 1962, of which the taxpayers pay \$228,859.00 and aid from all other sources totals \$115,132.00.

It would appear that Haverhill has been liberal in providing an education for all its boys and girls, especially in recent years.

Another comparison which indicates how costs have increased during the past century and a half, is found in the record of appropriations for building school houses. In 1805, the sum of \$1,000.00 was raised to build four school houses which indicates an average cost of \$250.00 each. In 1848, district No. 13 voted \$255.00 for a school house to be built by John L. Woods which included fixtures, a stove and an out-building. The teacher was paid \$13.00 per month and board to be furnished by various families having children in school.

An interesting development concerning this first school house in Woodsville was that some of the voters felt that the lumber used was not well seasoned, the chimney was not satisfactory and must be rebuilt, some finish around the entry door was lacking, etc., etc. At a special school meeting a committee of three was named to look into this. They reported on needed changes and estimated their cost at \$21.00, which should be deducted from the price of the building or the district should build a new one. Mr. Woods accepted this ultimatum at an adjourned meeting. Following this, Russell King was named to make the alterations at a cost not to exceed \$21.00. This school house was first used in the fall of 1848 and served its purpose until the two-story wooden building was completed in December, 1872 at a cost of \$5,980.36.

The first school house was at the foot of Clay Hill, which is south of

the present Woodsville Court House. It was used for almost exactly twenty-five years. The second school building was on the site where the grade school, brick building was built in 1901 at a cost of just under \$20,000.00. The second school house served the district for over twenty-eight years during which time (1885) the district system in town was abolished, and all of Haverhill except Woodsville was put into one district.

There was considerable opposition to building the third school house as it was thought to be so large it would never be fully occupied. How wrong this attitude was, is shown by the fact that in 1913 it was found necessary to build a separate high school on King's Plain, which is still so used.

The most recent new school building in Woodsville was made necessary by the unfortunate fire which completely destroyed the grade school, after sixty years of usage. The new very modern grade school building was completed in 1962 at a cost of \$317,000.00. The land, equipment and other costs were \$58,000.00 for a total of \$375,000.00. Of this total 30% or \$112,500.00 came from State Building Aid, \$128,000.00 from fire insurance on the grade school building which burned, and the balance of \$134,500.00 by a bond issue to be retired by future tax assessments. The state aid is to be retired as the bond issue matures and will be met with state funds.

EARLY CHURCH DIFFICULTIES

The first meeting of the proprietors of Haverhill was held in Plaistow in June, 1763 at the house of John Hall, innkeeper and himself a grantee named in the charter of the town of Haverhill. One of the subjects discussed was how could religious worship be provided in the new settlement. The legality of this first town meeting was questioned, and a second meeting was called in September, 1763 at the same place. Among several votes recorded was one "to join with Newbury in paying for preaching one or two months this fall."

It appears that Rev. Silas Moody came to this locality that fall and preached five times, two of which were in Haverhill. He was, no doubt, the first clergyman to hold a religious service in this town (1763). He was a relative of Moses Little and a recent graduate of Harvard. Apparently the wilderness did not appeal to Moody as he declined to remain.

In September, 1764, "The Church of Christ of Newbury and Haverhill, at Coos," was organized after Rev. Peter Powers had preached for several weeks in both towns to the great satisfaction of the settlers. In January, 1765 the two towns joined to "call Mr. Peter Powers to become their gospel minister." He was installed a month later and served both towns for 16 years

(1781) making his home in Newbury. He was supported by the "minister tax" voted in both town meetings and assessed by the selectmen in the same manner as expenses for roads and schools. Newbury paid about 3/5ths and Haverhill 2/5ths of Power's salary. A log house on the Ox-bow in Newbury was the meeting place, and Haverhill folks had to cross the Connecticut River for church services every Sunday. In 1781, Newbury declined to continue the arrangement, and Rev. Powers moved to Haverhill which had grown in population. He preached in some of the larger homes until the fall of 1783 when a special town meeting voted "not to hire Rev. Powers to preach any more."

During the next seven years there appears to have been no resident minister in Haverhill. Some continued going across the river to worship in Newbury. By 1790, a church had been built by popular subscription on Ladd Street. It was on the east side of the road just south of the Henry Bailey residence (now owned by the Fournier family). This was the start of the Congregational Church in Haverhill.

The first minister called was Rev. Ethan Smith in 1792 who served for seven years. During this period, the minister tax was assessed. But certain residents of North Haverhill and Horse Meadow continued to attend and support the church in Newbury. They objected to the tax for support of the church in Haverhill and later refused to pay it.

Finally, two of these offenders who lived at Horse Meadow, Timothy Barron and Ephraim Wesson, were placed in the jail at North Haverhill for failure to pay their tax assessment. One day the jailor left the door unlocked, and Barron and Wesson walked out and went to their homes. They were re-arrested and fined. They were not returned to jail, and the records do not show whether or not they paid their fines.

This episode really aroused bitter feelings in both towns, and opposition to the minister's tax increased. More people refused to pay it. Those who lived in the South Newbury area joined the Haverhill church, and most of the North Haverhill and Horse Meadow residents continued going across the river to worship. These people all claimed exemption from the tax as they were supporting on a voluntary basis the church of their choice.

As time passed, the entire system of religious taxation was discontinued in both towns, and worshipers were allowed to support on a voluntary basis the church of their choice.

After Rev. Ethan Smith retired in 1799, there were many candidates and occasional preachers until 1815 when Grant Powers became the pastor. One Rev. John Smith had served from 1802 to 1807 but took only two members into the church. Rev. Powers states that the membership had been reduced to twelve members (three males and nine females) when he took over. He

retired in 1829 after 14 years of very active service. In his "History of Coos Country," which he published in 1841, the year of his death, he reports the church had 119 members when he left it.

The late Frank R. Rogers, in an article he prepared for the 150th anniversary in 1940, is the authority for the statement that the first Congregational Church of Haverhill was located on Ladd Street from 1790 to 1830 when the Methodists finished a building north of the common but had financial difficulties and sold it to the Congregational Church for \$3,000. Soon after, Rev. Henry Wood received a call to preach at Haverhill. In his first year, 40 joined the church and 20 more came in later. Rev. Wood retired in 1835. The first Congregational Church has continued to the present time with capable pastors in residence most of the time.

Having erected the first building in Haverhill to be used for church services (1790), the members of the Congregational denomination very appropriately took the name—First Congregational Church of Haverhill, New Hampshire. It has continued for 172 years to provide outstanding religious influence in its area.

MASONRY IN HAVERHILL

In January, 1798, over 164 years ago, a group of leading citizens of Haverhill, Newbury and Bradford, Vermont petitioned the Grand Lodge of Free and Accepted Masons for a lodge to be chartered at Haverhill. This request was granted in June, 1799, and "Union Lodge No. 10" was organized with a full list of officers that same month. This was the first secret society organized in the upper Connecticut River valley.

Among those who were active in sponsoring this movement and who signed the original petition were General Moody Bedel, John Montgomery, Joseph Bliss, William Cross, and William Lambert of Haverhill, Micah Barron and William Wallace of Newbury, Arad Stebbins and Andrew B. Peters of Bradford. At a public installation of the officers of the lodge conducted by Nathaniel Adams of Portsmouth, the New Hampshire Grand Master, Micah Barron was named worshipful master, John Montgomery, senior warden, Moody Bedel, junior warden and William Lambert, deacon. Towns under the jurisdiction of Union Lodge were Haverhill, Bath, Piermont and Orford in New Hampshire, Newbury and Bradford in Vermont. Meetings were held at Newbury and Bradford, Vermont as well as at Haverhill and Orford for convenience of members.

This lodge was moved to Orford in 1809, where it continued as Union

Lodge No. 10 until 1860 when the name was changed to Mount Cube Lodge. However, Haverhill Masons became dissatisfied chiefly because of the distance to Orford to attend meetings, and they obtained a charter in 1826 for Grafton Lodge No. 46.

In the years that followed, a bitter anti-Masonic feeling developed which prevented the lodge from taking in new members, and in 1844 the charter was forfeited for failure to make returns. In 1857, the Grafton Lodge charter was restored and has enjoyed a reasonable growth ever since with many leading citizens as its members. A partial list of the masters of the lodge follows: Joshua Blaisdell, first master in 1826, and again in 1831 and 1839; Samuel Page, John L. Bunce, William Ladd, Charles G. Smith, Peabody Kimball, Charles P. Griswold, Tyler Westgate, Wilbur F. True, E. B. Pike, Herbert E. Smith, Fred S. Wright, and Roy E. Dunkley—just to name a few.

Carroll H. Ingalls, a recent Master of the lodge, has loaned the author a pamphlet about Jeremy Ladd Cross, perhaps the most famous Mason of Haverhill. His father was Deacon William Cross, the famous sexton of Ladd Street Meeting House (see Ladd Street Bell story). Jeremy Ladd Cross was regarded as one of the best authorities on the secret work of Masonry during his later years. He died in Haverhill in 1860, aged 77 years, and was buried in Ladd Street Cemetery. His headstone bears the Scottish Rite 33rd degree emblem.

FIRST CHURCH IN WOODSVILLE

From early records it is reasonably certain that the first real attempt to organize a church in Woodsville took place during the year 1875. This was the year in which Attorney Samuel B. Page came here from Concord, New Hampshire to open a law office. He was a devoted Episcopalian and often expressed his feelings in favor of a local church. At that time, there was a Congregational Church in Wells River which had many members from this vicinity. Woodsville had become quite a trading center and had attracted many families to settle here since the railroad came in July, 1853.

Through the efforts of Attorney Page, Bishop William W. Niles authorized an Episcopal Mission to be organized here in late 1876 or early 1877. Prior to September, 1878, when Rev. W. B. T. Smith became the first rector, it appears that Rev. W. C. Dawson and Rev. A. R. Graves conducted services at various times, coming from other New Hampshire parishes. A. B. Crawford, a candidate for Holy Orders, was sent by the Bishop to take charge as a lay reader. Services were also read by Attorney Page and Dr. Gibson.



St. Luke's Episcopal Church.

Soon after the arrival of Rev. Mr. Smith in 1878, a movement was started to build a church. In May, 1879, Charles B. Smith gave the land. During that summer, \$1,200 was subscribed locally, and Bishop Niles raised \$1,500 elsewhere. On November 26, 1879, ground was broken, and on August 24, 1880, the cornerstone was laid at a public ceremony by Rev. W. B. T. Smith, assisted by Rev. G. G. Jones. The building committee consisted of C. B. Smith, Ira Whitcher, and Attorney S. B. Page.

It appears that Rev. Mr. Jones was succeeded by Rev. W. H. Burbank in October, 1880, and he conducted the first service in the new church building at Christmas time, 1880.

The consecration service was not held until June 7, 1882, at which time the church building was entirely completed and debt free. Bishop Niles, who consecrated the Church, was the third bishop in this diocese. He continued as bishop until 1914 and is reverently remembered by many present church members. His last visitation to Woodsville was on November 5, 1905, for confirmation. His health was not good at that time, and the next year Rev. Edward Parker was elected bishop co-adjutor of New Hampshire.

The succession of bishops of this diocese is as follows: Rt. Rev. Alexan-

der Viets Griswold, D.D., 1811-1843; Rt. Rev. Carlton Chase, D.D., 1844-1870; Rt. Rev. William Woodruff Niles, D.D., D.C.L., 1870-1914; Rt. Rev. Edward Melville Parker, D.D., D.C.L., 1906-1925; Rt. Rev. John Thomson Dallas, D.D., L.L.D., 1926-1948; Rt. Rev. Charles Francis Hall, D.D., 1948 —.

A complete list of resident rectors and their years of service in Woodsville, is as follows: Rev. W. B. T. Smith, 1878-1800; Rev. G. G. Jones, 1880; Rev. W. H. Burbank, 1880-1883; Rev. Herbert A. Remick, 1883-1892; Rev. William Lloyd Himes, 1892; Rev. Arthur W. Jenks, 1892-1895; Rev. James C. Flanders, 1895-1905; Rev. Frederick C. Cowper, 1905-1913; Rev. George R. Savage, 1913-1915; Rev. Alexander A. Cairns, 1915-1923; Rev. I. A. R. MacDonald, 1923-1926; Rev. Edred May, 1926-1929; Rev. Forrest L. Eastman, 1929-1945; Rev. Robert N. Porter, 1948-1952; Rev. Frank W. Cole, 1953-1955; Rev. George Magoon, 1957-1961; Rev. William H. Thompson, 1962 —.

Thus, we find St. Luke's was the first church in Woodsville. As early as June, 1877, four persons were confirmed by Bishop Niles, and in November, 1878, 17 people received Holy Communion. In the Spring of 1879, 14 were confirmed, one of whom was the late Mrs. Annette Dodge (grandmother of Frank Clyde O'Malley).

From such a humble start, St. Luke's has grown to a communicant strength of 160. Its present property includes, in addition to the church edifice with its beautiful stained-glass memorial windows, a fine parish house on Central Street, and a rectory on Maple Street. All of this property is now in excellent repair. If evaluated on a present replacement cost basis, it would probably total over \$60,000. Also, many valuable articles have been given to the church, and several endowment funds from which the annual income helps to support St. Luke's church.

It is of interest to record here that the donor of the outstanding chancel windows is only known by the initials, J. B. C. However, she is known to have been a very generous church-woman who saw the church while under construction and made the gift of these very valuable and beautiful windows anonymously, and possibly in memory of a dear friend.

St. Luke's has definitely been a great influence for good in this community for the past 85 years. It has been the scene of many services of all types. Five hundred and ninety-five persons have been baptized, 338 confirmed, and 135 married here. The last rites for about 400 have been conducted here. (No burial records prior to 1892.)

The church still welcomes all who seek its hospitality and inspiration.

SIX PORTALS TO ETERNAL REST

Almost every event in the history of the town of Haverhill has a representative tenderly embraced by Mother Earth in some one of the six cemeteries of the town.

Probably the oldest of these is at *Ladd Street*, where one finds the last resting place of a large number of the sturdy pioneers and their families. To mention only a few of them: Colonel Charles Johnston, Colonel Timothy Bedel, Governor John Page and members of such fine old families as the Merrills, Ladds, Montgomerys, Bells and Dows.

In 1774 the first plot was set aside by the town, a portion of the present Ladd Street Cemetery—the northwest corner of it. An addition was made in 1853 and another in 1868. In 1849 a cemetery was established on Powder House Hill, but only a few bodies were buried there and they were later removed to Ladd Street Cemetery. In addition to being the oldest cemetery in the town of Haverhill, it has the finest location on an elevation overlooking the Connecticut valley. It is just far enough from the busy highway to be restful, quiet and serene. The oldest marker bears this inscription:

In memory of
Mr. Jonathan Sanders
who died
January 11, 1774
In ye 64th year of his age
“Blessed are ye dead Yt Die in ye Lord”

There are many other tombstone inscriptions of great interest in Ladd Street Cemetery such as those of John Page and his wife Hannah. (See Pages & Pages.)

Another very old burying ground is at the south end of *Horse Meadow*. In the oldest section of this cemetery is a stone bearing the following inscription:

This stone is placed here
by
Timothy Barron of Bath
In memory of his grandshire, Captain
Timothy Barron, who died November 7, 1797
in the 58th year of his age. He was one of
the first settlers of this town and the

first person interred in this burying ground.
He was seized and possessed of the land he
was buried upon and there is never to be
any conveyance from him or his heirs.
Our Fathers; where are they and
The prophet do they live forever?

There is no record of any other dedication of this hallowed ground for a burying ground. In 1866, land for an addition to this cemetery was bought of Schuyler Merrill, and in 1893 more land was bought of Lafayette Morse. The Morse farm borders this cemetery on the north and is now owned and occupied by William J. Clough.

It appears that Hannah "Polly" Harriman was the first settler to die in this town, and she was buried at Horse Meadow in 1763 in an unmarked grave. Possibly it was in the oldest section of this cemetery, but years earlier it actually was set aside for the purpose. Some have claimed that the area was opened up as a cemetery about the same time the Ladd Street burying ground was (1774). It is entirely possible that the statement, "First person interred in this burying ground," on Captain Timothy Barron's gravestone is an inaccuracy.

Among those buried here are Captain Ezenezer MacKintosh of Boston Tea Party fame, Joshua Howard, John L. Woods, Charles M. Weeks, Asa Porter, and members of prominent families; Kimball, Witcher, French, Southard, Eastman, Carr, King, Butler and Woodward, to name but a few.

A third cemetery is at *Number Six*. Little is known of when this area was first used as a burying ground. Nathan Mead, who died in 1812, has the oldest gravestone but there are doubtless many graves which preceded that date. This cemetery was used by the early settlers in the eastern part of Haverhill and those in the western part of Benton (now known as the Page District). The Morses, Meads, Elliots, Jeffers, Whitakers and many other families have lots here.

The *East Haverhill* cemetery was first used in 1822, when a son of John Boswell was buried there. It became a burying ground officially in 1824 when a deed was given; additional land was added later. There are a number of unknown and unmarked graves here. Some of the families which are buried here include Page, Pike, Pierce, Baker, Noyes and Cutting.

Another cemetery is at *Center Haverhill*. It was first used in 1832 when a son of William Gannett was buried there. The land was given by Arron Smith. It has since been enlarged at least twice. Families buried here include the Gannetts, Bacons, Morses, Pikes, Keysers, Cloughs and Sleepers.

The last addition to the cemeteries in the town of Haverhill was first

opened for use in 1899 near *Woodsville* on the road to Swiftwater. This has already been enlarged once. Nearly all lots in this well located cemetery are owned by residents of Woodsville. Some of the families are Bailey, Mann, Cummings, Wilson, Craig and Dearborn.

It is quite appropriate here to comment on the fine care which all six of these cemeteries now receive. They have each been through various stages of care and neglect over the years. Today they are all supervised by the town cemetery commissioners with special emphasis on having *all* the lots cared for, especially before May 30. It appears also that there is much more general interest in caring for these sacred spots than was formerly the case.

THE FORT WENTWORTH MYSTERY

After Rev. John Williams returned from Canada where he was taken as a captive following the Deerfield Massacre (1704), he wrote a book, "The Redeemed Captive." This was an account of his capture and trip up the Connecticut River to Canada, and the two years he was held as a hostage, first by Indians and later by French authorities. So far as is known this was the *first* time the area (Newbury, Vermont and Haverhill, New Hampshire) was described as "Cowass" in a written document.

Five years later (1709) Thomas Baker was captured in another raid on Deerfield, Mass. and taken up the Connecticut River to Canada. In 1710 Baker was ransomed and returned to his home via the Connecticut River route. In 1711 he led a group to the "Coos Intervals" looking for Indians. He went up the Oliverian and followed a small stream through Warren, Wentworth, Rumney, and Plymouth (modern names) which later became known as Baker River. As proof of the trip, Massachusetts voted to pay him in 1712 for Indian scalps taken on his trip to Coos and Merrimack River.

The warfare between France and England prevented any settlement of the area for over 40 years. Charlestown (known as No. 4) was the northern outpost. It is said that a few courageous hunters came up the Connecticut River from No. 4 as far as the mouth of the Ammonoosuc in 1751. It is certain that John Stark (later famous General John Stark) and one Eastman were captured by Indians near Rumney and brought to the Connecticut River via the Oliverian and then to Canada (1752). They were ransomed and returned over the same route in the fall of 1752.

The very next year (1753) Governor Wentworth sent a company of 16 men in command of Captain Zaccus Lovewell from Concord (Rumford) to the Coos Region with Stark as a guide. They stayed only one night (March

17) near the Connecticut River and returned to Concord. This established a well marked trail from Concord to Coos.

In 1754, Governor Wentworth sent Captain Peter Powers with a small party to explore the Coos and Upper Coos to find out what forts, if any, the French and Indians had in the area. Powers left Concord June 15, 1754, came over the trail marked by John Stark the year before to Coos, and then he continued north to a point above Lancaster. He returned along the Connecticut River and reported that they camped at the mouth of the Wells River on July 5. The next day they crossed the Connecticut River at the Ox-bow and returned to Connecticut via the route so well known to them. Obviously, they built no fort at Groveton or Woodsville as they had traveled from Concord to above Lancaster and then back to Wells River in only 20 days.

Rogers' Rangers made their attack on the St. Francis Indians in the fall of 1759. He selected the mouth of the Ammonoosuc River as a place to rendezvous. He asked General Amherst to send supplies up the Connecticut River to Coos. Lt. Stevens, who was to bring them up the river from No. 4, had specific orders mentioning the Wells River opposite the mouth of the Ammonoosuc.

Kenneth Roberts, in his book "Northwest Passage," described the Rogers' Rangers trip to Canada (1759) and their return via the Connecticut River. He concluded that the supplies were to be ready for Rogers at Lower Coos at the mouth of the Ammonoosuc River. He completely discounted any possibility that the meeting was near Groveton. Also, Rogers himself clearly identifies the meeting place as "Amonsook River at the end of Cohase Intervales in the Connecticut River and about 60 miles from No. 4."

It must be obvious that had there been any Fort Wentworth at "Upper Coos," it would have been mentioned by Captain Powers or Major Robert Rogers in their accurate and detailed reports. Colonel Potter, in his "Military History of New Hampshire from 1623 to 1861," apparently decided in error that "Coos Meadows" was "Upper Coos" and that since Governor Wentworth had intended to build a fort at the "Upper Coos," he must have done it although the legislature never authorized it. Thus, the mysterious Fort Wentworth was never built at the Upper Coos, and the crude shelter which the Rangers used in 1759 can scarcely merit the name "Fort Wentworth."

For nearly 100 years there have been those who argue that a Fort Wentworth once existed in the "Upper Coos" region. Apparently, it was never mentioned by any of the early explorers, nor was it shown in the early maps. This is not designed to revive the old argument but merely to point up the known facts and the uncertainty of the so-called Fort Wentworth. The June 1962 issue, Volume XVII, of the New Hampshire Historical Society treated

this subject quite thoroughly, and its conclusion seemed to be simply that Fort Wentworth is still a mystery.

SOME HISTORIC SPOTS

1. Timothy Bedel—grave marker—Ladd Street Cemetery—1787. One of First Settlers.
2. Haverhill Common. Col. Johnston gave it and helped clear it.
3. Ox-bow. First clearing on Connecticut River at Coos.
4. Powder House Hill. Josiah Burnham hanging—1806.
5. Howard Island. Josiah Howard died there 99 years old in Haverhill (1762-1839).
6. Bliss Tavern. Former home of Mrs. Sullivan.
7. John Hazen House Location on Ox-bow meadow (1765 to about 1930).
8. Captain Timothy Barron grave and marker in Horse Meadow Cemetery, probably first to be buried there (1797).
9. First Court House and Jail. Marker south of Green's Store—North Haverhill.
10. Col. Johnston House. Former home of Jesse R. Squires. Marker set 1925.
11. Coos Turnpike, Haverhill to Warren—1807. Marker at west end of Court Street.
12. Ladd Street Bell. First in North Country. Bought and installed in 1802. First in Ladd St. Church, later in school house, now K. of P. Hall.
13. Briar Hill School House. One of oldest in town. Location marked in 1935.
14. Gen. Moses Dow Farm (now owned by heirs of late U. S. Senator Henry W. Keyes).
15. Capt. Ebenezer Mackintosh—in Boston Tea Party—gravestone in Horse Meadow Cemetery, residence East side of North Haverhill St. Marker.
16. South Newbury (Bedel) Bridge—1866.
17. Woodsville to Bath—Covered Bridge—1829.
18. Soldiers' Monument. North Haverhill for soldiers of Haverhill in Revolutionary War, Civil War and Spanish War, erected in 1912 for 150th anniversary of first settlement at that point. See picture on page 141.
19. Jeremy Ladd Cross, monument on grave in Ladd St. Cemetery (famous Mason).
20. Tablet on Woodsville Court House for all Haverhill soldiers (152) who served in World War I.

HAVERHILL'S HIGH HOPES

To foretell the future is always a pleasant pastime! What changes will occur in the next century may far exceed even a vivid imagination of today. If these predictions appear like dreams of events quite unlikely to take place, it must be recognized that they are not beyond the realm of possibilities. Who can say these dreams will not come true!

Haverhill is a large town with fertile fields which have made it one of the leading agricultural areas of the state. It is fortunate in having nearly seven miles of its western boundary on the never failing water supply of the Connecticut River. This river is well controlled by storage dams and in the foreseeable future will be freed of all pollution, which will make the area even more valuable and desirable.

Also, the town has an ideal geographic location. Nature has done much to make it an area with great possibilities for development. The plains, which border the Connecticut Valley farms almost all the way from the southern boundary of the town of Bath to the Piermont north line, may well become the location of some large industrial plants. The hills may later be found to contain valuable minerals, stones, and metals, some of which have no known value at this time.

Methods of transportation are changing rapidly. It may be anticipated that railroads will only carry freight of the long haul variety, perhaps within the next generation. To replace the passenger service will be automobiles driven by electric power that they generate for themselves. Also, the airplane will be so completely transformed that present models will appear as antiquated as Model T Fords are today.

Communication will be so advanced that telephones will be as outmoded as Indian smoke signals now are. It will then be possible to converse with friends at great distances without any wires and, by new television technique, the parties will be clearly visible to each other.

Super highways will be commonplace. It will be possible to drive from Haverhill to Montreal, Boston, New York, or Portland, Oregon in an incredibly short period of time. Left turns will be completely eliminated. All glare from headlights will be overcome, and they will penetrate fog. Speed on these highways will be within the limit of *not less than 90* and *not over 150* miles per hour.

Within a century all watches will run on tiny electric batteries. Homes

and offices will be heated by the sun's rays. Most automobiles will be equipped to travel on water as easily as on land.

Haverhill's present little used airport will be one of the most active spots in town by 2063. Other spots used by vertical landing aircraft will be the spacious common at Haverhill Corner, the Community Field at Woodsville, and many private spots.

The population explosion and the desire to live outside the cities but within commuting distance will greatly increase the local population. New industries will provide employment for all who wish it. The total population will exceed 25,000, composed of at least 50% retired people, many of whom will be over 125 years old.

In less than 100 years from now, all mail and parcel post will be delivered by air. Atomic energy will furnish all electricity for all purposes. Houses, public buildings, and factories will be heated by atomic energy. A capsule no larger than a small bean will furnish the energy needed to heat a one family home for a year.

All television sets will pick up at least 100 channels and all programs will be in color. Programs from every part of the world via Telstar will come through just as clear as they now do from nearby local stations.

All homes will be air-conditioned. They will have a flat roof on which private planes can make vertical landings.

The future of Haverhill will be even more glorious than its past.

HAVERHILL (1763)

The Haverhill of Hazen and Howard
Had all the same hills of today;
The river was winding seaward,
No dams obstructed its way.
The valley was charming and quiet,
Green covered with stately pine.
At night the same moon and stars,
And daily the same sun would shine.
The river with fish abounding,
The forest a surfeit of game.
Two centuries later this is
Unfortunately not the same.
Then Red Men roamed the region;
They traveled a well marked trail.
Some times by canoe on the river,
But never by motor or rail.
Their captives were brought here and rested,
On route to the North from a raid,
Where Stark and Baker and others
Were held 'til a ransom was paid.
Four heroes returned from a victory
At Montreal late in the Fall.
The Indian trail led to Coos,
Where they made a fortunate call.
At home, they were given a charter,
With conditions written so clear,
Into the wild North they must go
To settle and pioneer.
Thus in the spring of sixty-three
Did HAVERHILL have its birth.
Thanks to these men of courage
Who could foresee its worth.
Each passing year makes more clear
Our duty to emblazon
In gold the names we should revere,
As Stark, Bedel and Hazen.

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OLD SAYINGS*

Beggars must not be choosers.

Build your cage before you catch the bird.

Always goes butter side down.

Saturday night brings all rogues home.

It was said, if any thing set well, that it set like a duck's foot in the mud.

The bird that can sing and won't sing, must be made to sing.

They who live in glass houses should not throw stones.

A short horse is soon curried.

By his chips a workman is known.

If you sing before you eat, you will cry before you sleep.

Too late to whet the sword when the trumpet sounds to draw it.

If anyone is very forgetful, they say, "Can't remember from hall door to the latch."

They say the Devil is always nigh when you are talking about him.

Necessity is the mother of invention.

He that will not stoop for a pin, will have to stoop for a meaner thing.

Busy as a bee in a tar bucket.

A rolling stone gathers no moss.

Where there is smoke there must be some fire.

Save at the spigot and waste at the bung.

Straws show which way the wind blows.

Look ere you leap.

All's fish that cometh to the net.

Time tries the truth in everything.

Kill two birds with one stone.

A bird in the hand is worth two in the bush.

Time or tide wait for no man.

Hunger is the best sauce.

You must summer and winter one before you can know them.

What is sauce for the goose is sauce for the gander.

Like locking up the stable after the horse is stolen.

*These sayings are taken from the pamphlet *Old Sayings, Old Signs, and Riddles or Conundrums* which was compiled by Miss Eliza Cross of Haverhill, New Hampshire in her ninety-sixth year.

The shoe is on the other foot now.

Out of the frying pan into the fire.

The least said the soonest mended.

Ask me no questions, and I will tell you no lies.

When doing any thing not thoroughly, would say, "Give it a slick or promise."

They say if you work between sunset and dark, you are working for a papered room.

Fingers were made before knives and forks, when one takes anything in his fingers.

If you dream of the dead, you will hear from the living.

It is said, when you manage your own affairs, that you paddle your own canoe.

All the fun in the world comes in the getting ready.

It is a poor leg that can't shake its own stocking.

If you go out at one door and go in at another, you bring a stranger.

All is fair in politics.

You must look two ways for Sunday.

Make the head save the heels.

Don't have too many irons in the fire.

One white foot, buy him; two white feet, try him; three white feet, deny him; four white feet and a white nose, take off his hide and throw him to the crows.

Self-praise goes but little ways, and praise to the face is open disgrace.

That is where the shoe pinches.

It is always well to find out whether it is bread or a stone, before you bite.

Like a jewel in a swine's snout.

A new broom sweeps clean.

Well begun is half done.

A poor workman complains of his tools.

A stitch in time saves nine.

No great loss without some small gain.

If wishes were horses, beggars might ride.

Good fences make good neighbors.

First come, first served.



Soldiers' Monument in North Haverhill

EARLY SETTLERS

These early settlers of Haverhill came in the year

1761

Michael Johnston—John Pettie—Abraham Webb.

1762

John Hazen—Joshua Howard—Thomas Johnson—Joshua Poole—John Page—Simon Stevens—Jassiel Harriman—Uriah Morse.

1763

Nathaniel Merrill—James Bailey—Maxi Haseltine—John Taplin—Elisha Locke — Jonathan Sanders — Uriah Stone — James Woodward — Jacob Kent.

1764

Jonathan Elkins—Edward Bayley—James Abbott—Jonathan Goodwin—Joshua Hayward—Timothy Bedel.

1765

Ezekiel Ladd and Six Brothers—Joseph Hutchins—Asa Bailey—Richard Young—Simeon Goodwin—William Eastman.

1766

Reuben Young

1767

Timothy Barron—John Mills—Ebenezer Rice—John Way—Nathaniel Weston.

1768

John Hunt—Asa Porter—Andrew Crocker—Charles Johnston—Ephraim Wilson—Joseph Haines.

1769

James Corliss—Jonathan Ring—John Chase—John Hew.

1770

Thomas Simpson—Amos Kimball—Leal Crocker.

1771

Charles Bailey—Daniel Wood.

1772

Luther Richardson—Stephen Smith—Samuel Hall—Daniel Stevens—Jonathan Hale.

1773

Ebenezer Sanborn—Bryan Kay.

1774

Ebenezer Mackintosh.

This is but a partial list of the pioneers who came to Haverhill from Haverhill, Mass., and southern N.H. A total population of 387 were known to live here in 1774 when John Hazen died.

CHARTER NIGHT PROGRAM

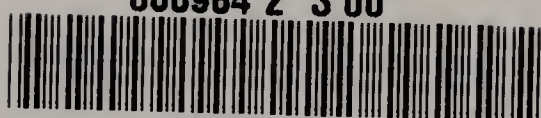
Harold K. Davison, Chairman, Haverhill Bicentennial
Committee, Presiding

1. Selection McLure's Student Band
2. Prayer Rev. Myron Wilder, Newbury, Vt.
3. Salute to flag, led by A descendant of Jacob Bayley and
A descendant of John Hazen.
4. America the Beautiful by Audience and Chorus led by Mary Rowe
5. Introduction of Newbury Bicentennial Committee.
6. Messages read by Chairman, Walter Jock.
7. "Other Times, Other Ways." Mary Wells Ross
8. Choral Selection Mary Rowe's Chorus
9. Introduction of Haverhill Bicentennial Committee.
10. Messages read by Chairman Davison.
11. Selection McLure's Student Band
12. "1763 a Decisive Year in American History." J. Duane Squires
13. Choral Selection Mary Rowe's Chorus
14. Announcements.
15. Star Spangled Banner by Band, Chorus and Audience
16. Benediction Rev. Ralph Bruce, Woodsville, N. H.

The HF Group

Indiana Plant

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9/5/2006

